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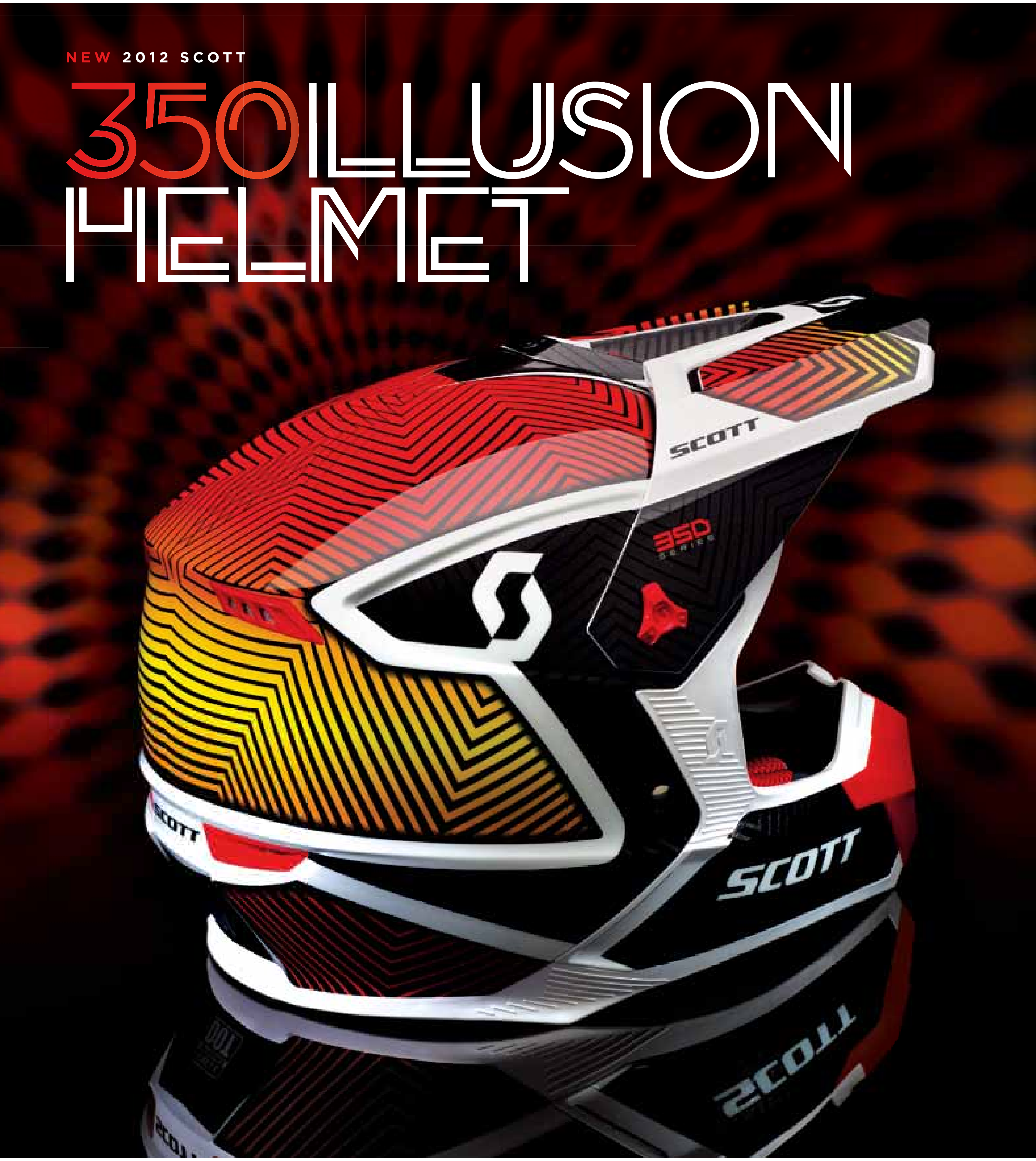
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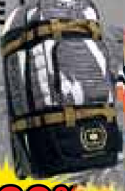

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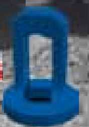

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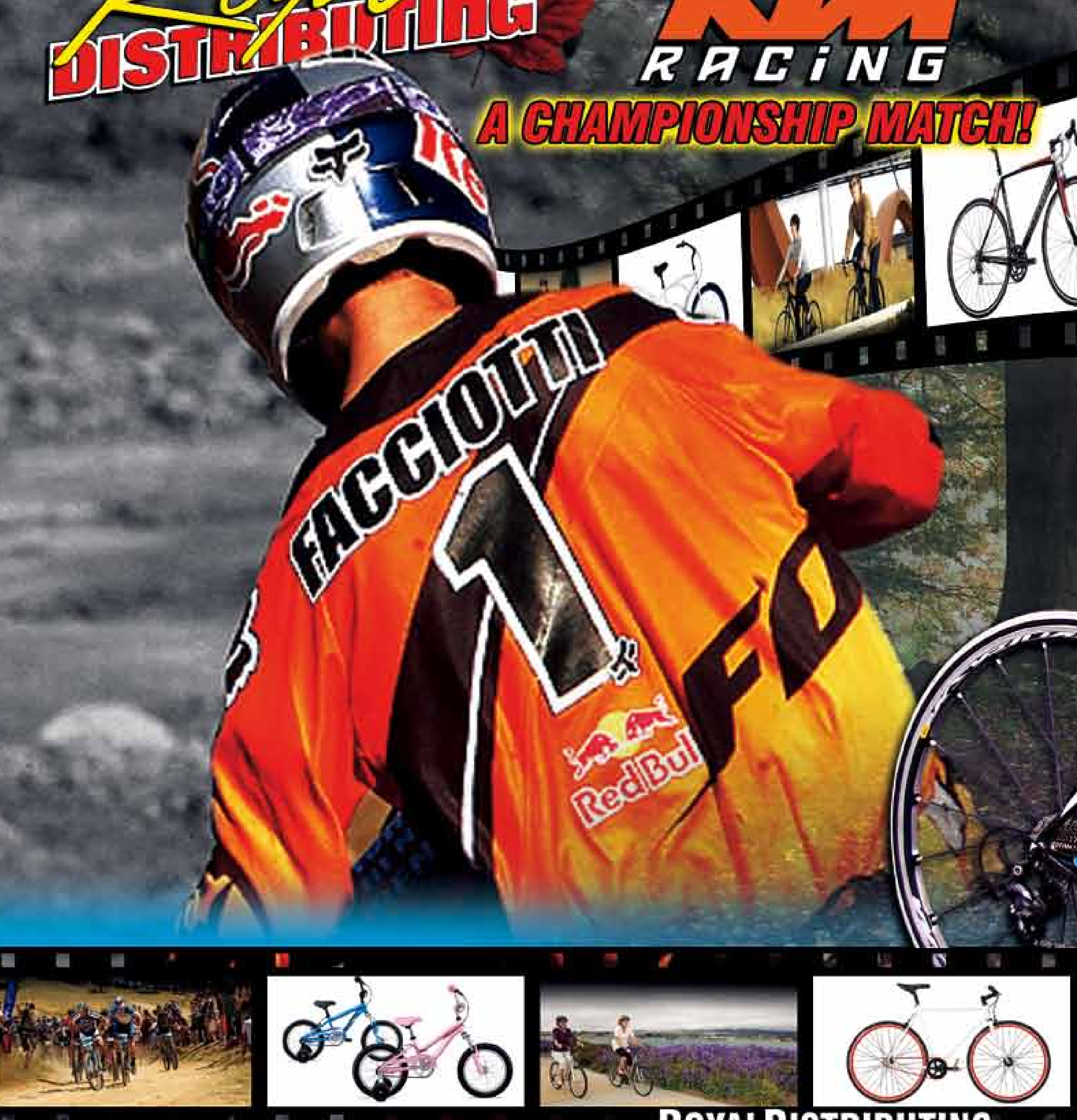

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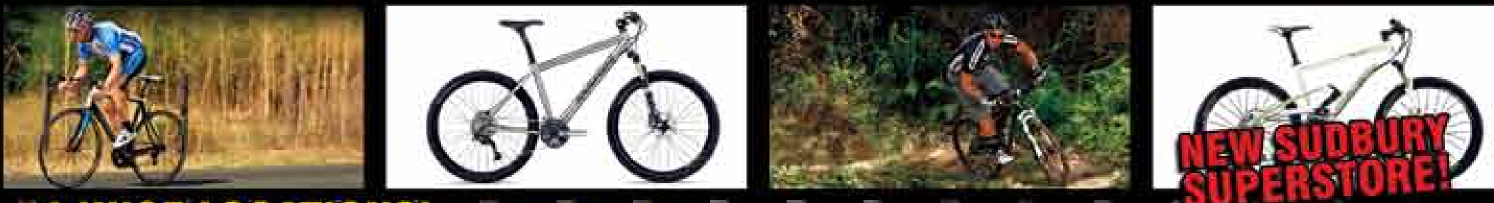

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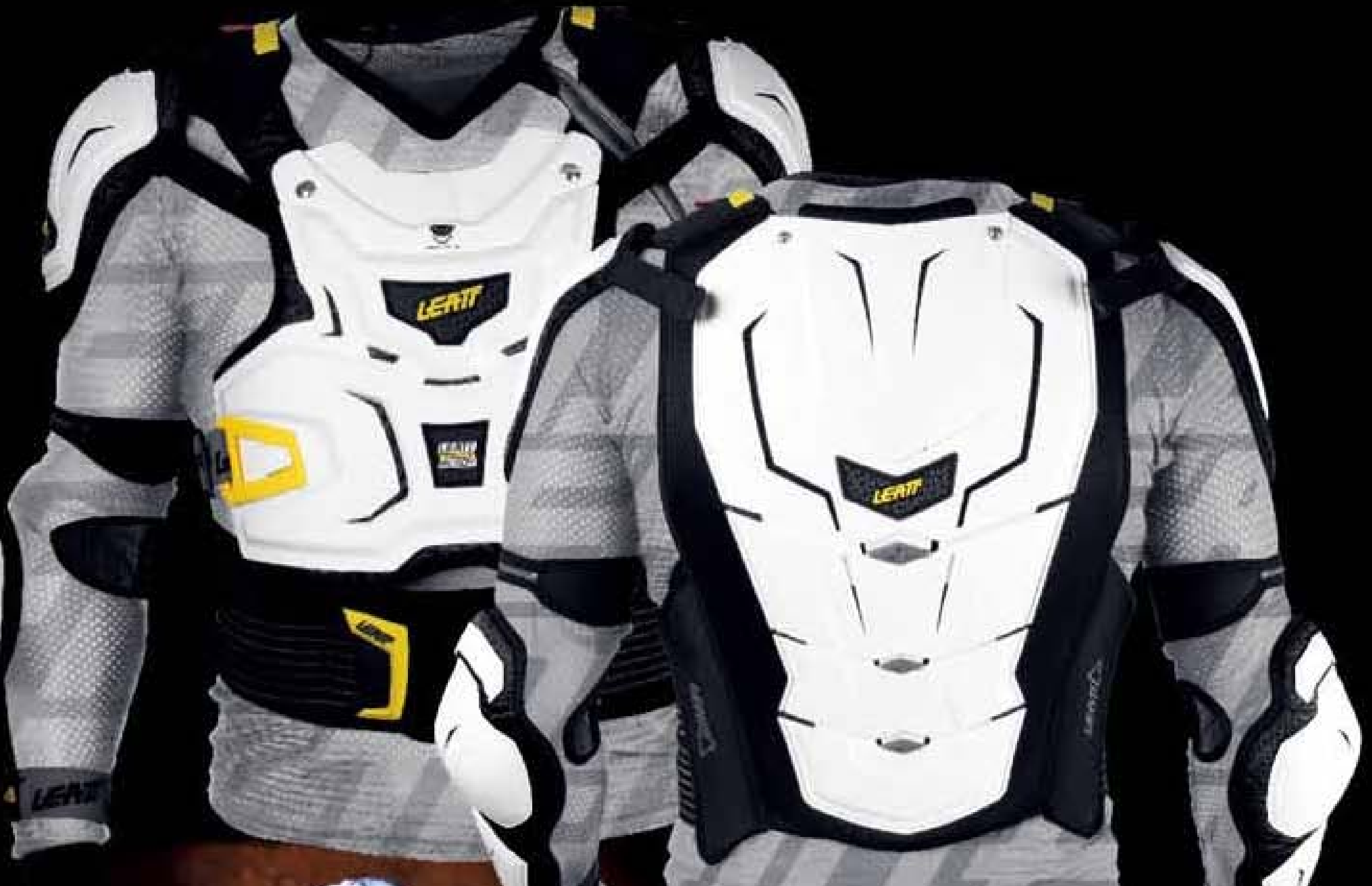

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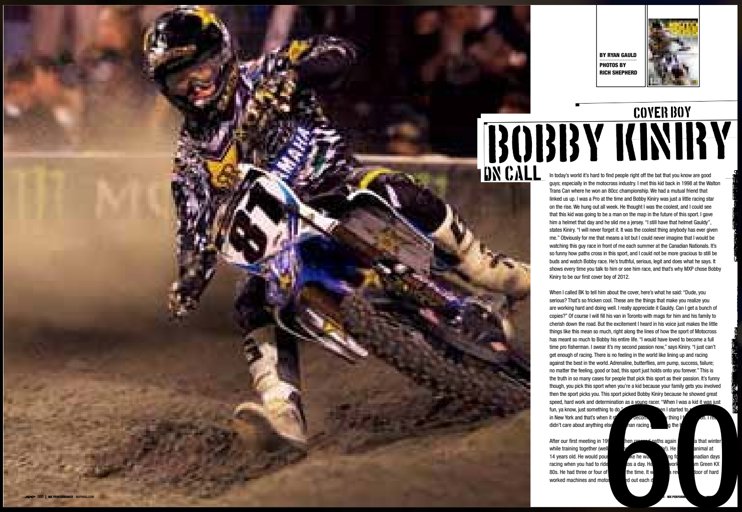
BY RYAN GAULD
PHOTOS BY RICH SHEPHERD
COVER BOY
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SHAWN MAFFENBEIER

YOUNG TALENT ON THE RISE

By Ryan Gauld
Photos by Clayton Racicot, Marc Landry, David Pinkman and MXP Staff

This is going to be a new feature in each issue of MXP in 2012. This column will focus on our young stars that have started to make a name for themselves. This is not about amateur racing but it will detail the history of how these young Pro racers became the "Young Talent on the Rise". We have so many bright stars shining right now and we feel they need their moment in the spotlight just as much as the top guns of MX1 and MX2 action. The very first edition of this new feature will start from Swift Current, Saskatchewan. The rider is only 19 years old and has turned heads in the Pro class for the last three years. The 2011 season was his best ever, finishing 6th overall in the CMRC Monster Energy Motocross Nationals. Let's turn the spotlight on to Shawn Maffenbeier.

Born and raised in Swift Current, it seemed that Shawn had the typical upbringing for a racer. Racing is really all he has done since he was 4 years old. Saskatchewan has produced a few names that some may recognize, most notably Blair Morgan. It's now Shawn's turn to get the spotlight as a top motocross athlete to come out of the flat fields of Saskatchewan.

Shawn grew up racing locally and dominated from the get go. He basically won everything there was to offer from 50s all the way up to the Pro class. Just like any young racer, he wanted more out of his passion. That's the big problem for a motocross star on the rise; they can never get enough of that winning feeling. It's always a reality check for the first time when the gate drops for your first Pro race. You think you're better than you really are, you know for sure you're going to beat that guy you made fun of because of his goony style or crappy gear. There's no way you're going to let the nerves get in the way of kicking butt. Then it all comes crashing down once you realize you're not watching these guys, you're racing them and it's a whole different ball game. ➥

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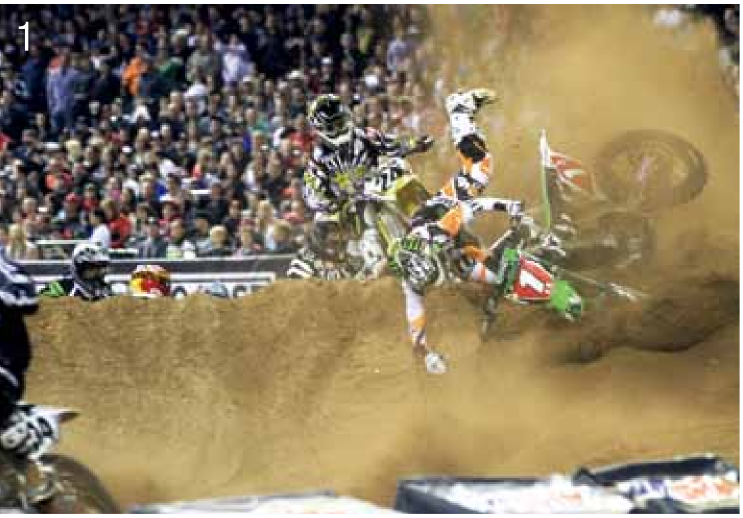

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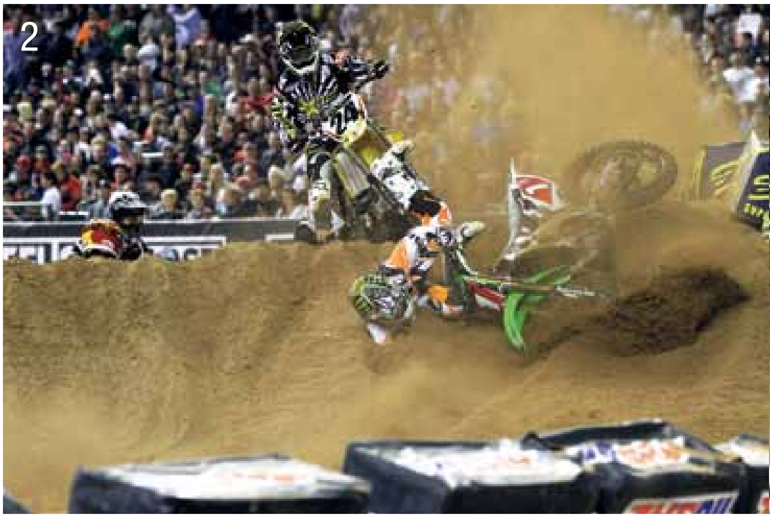

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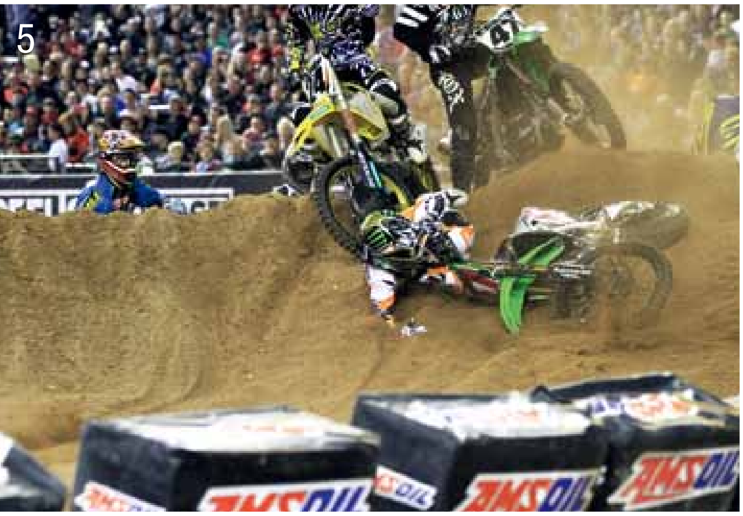

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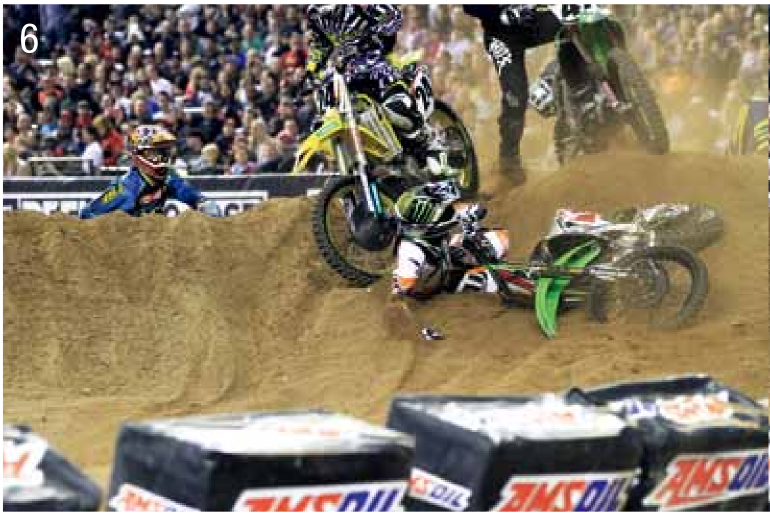

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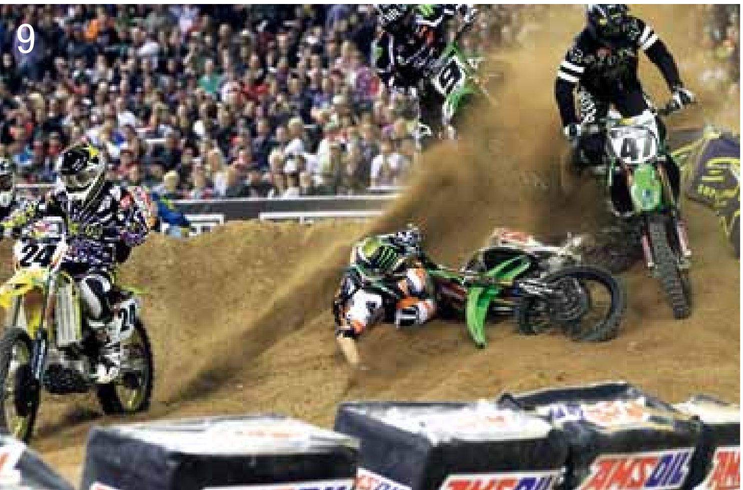

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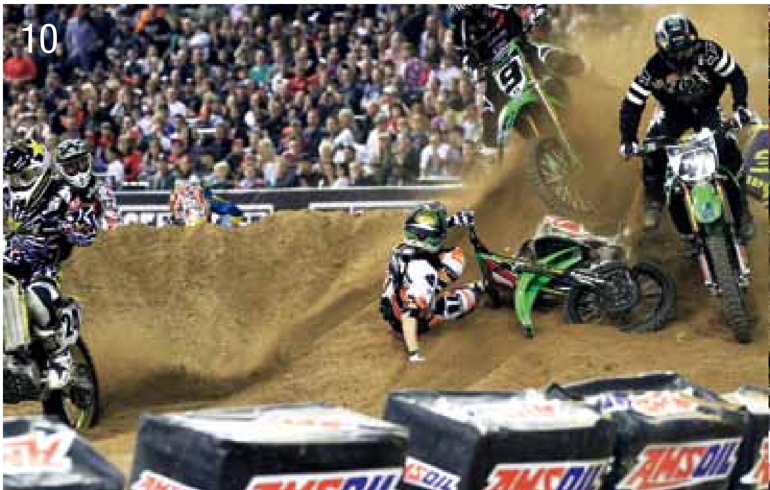

EXPOSED

VILLOPOTO CRASH

Winning championships is tough. Some may say that Ryan Villopoto makes it look easy sometimes. He may be the best guy in the sport right now but it's not always easy for the multi-time champion. This is the first lap of round two of the Monster Energy Supercross Series in Phoenix. Ryan remounted and finished 3rd after passing Kevin Windham on the last lap. Championships are won on your bad days. That's what Ryan Villopoto shows us here.

Photo by Rich Shepherd

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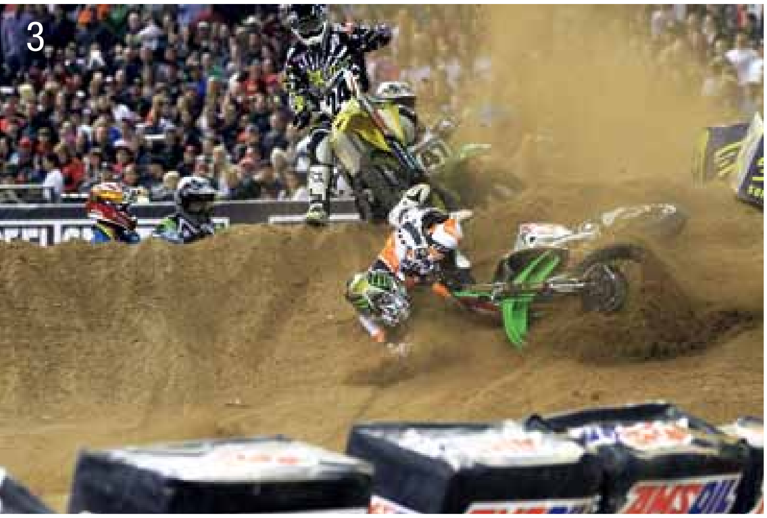

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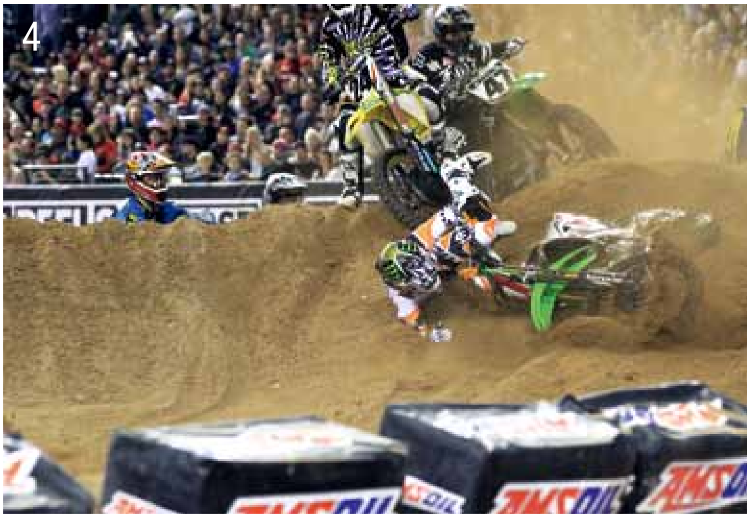

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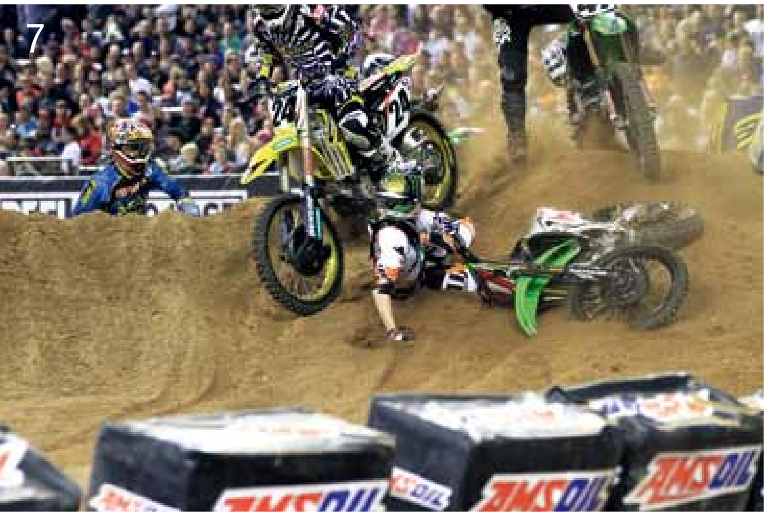

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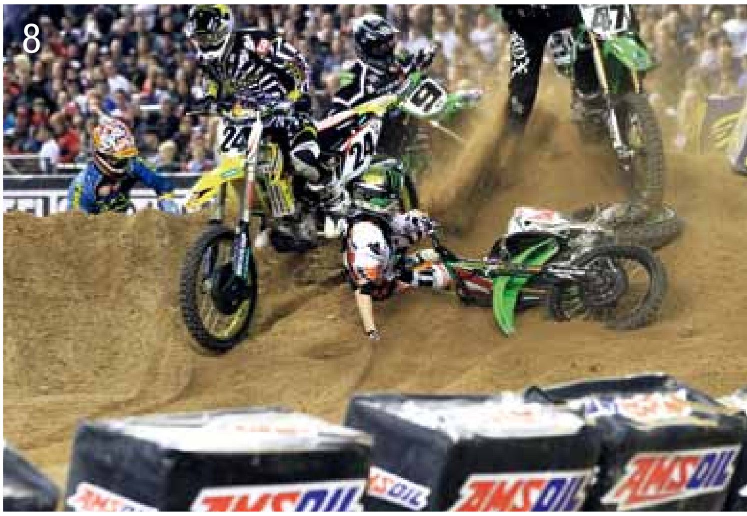

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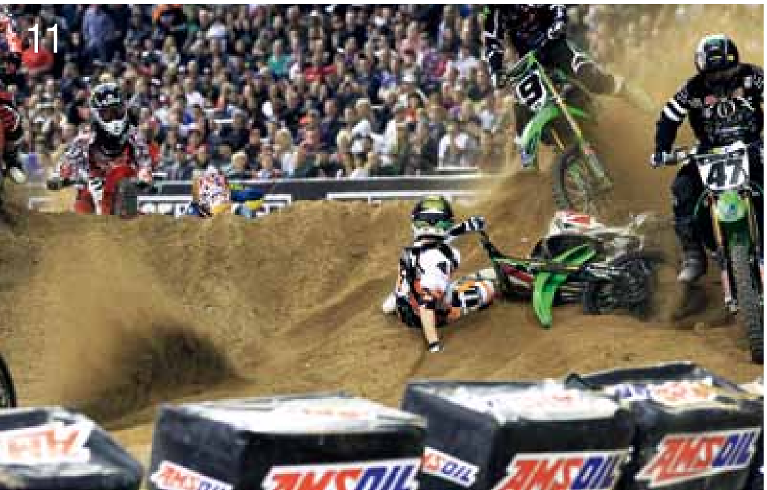

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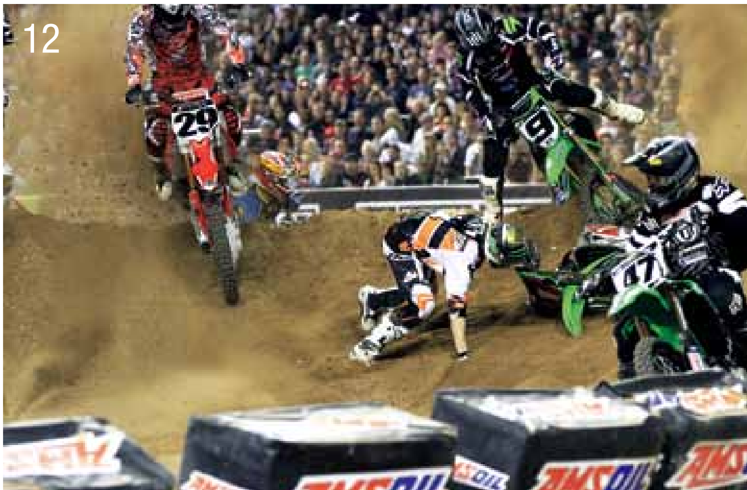

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KEVIN WINDHAM TRANSFERS

Kevin Windham just raced his 200th race at the Georgia Dome in Atlanta on February 25, 2012. You would think he would slow down or take it easy, but not this guy. This sequence of shots shows Kevin in Dallas as he flies for well over 100 feet from the face of the triple to the landing of the finish line. In fact, he does something along these lines at each event. It brings the crowd to their feet and his status as the most popular rider rises more and more each time. This guy is our hero!!

Photo by Rich Shepherd

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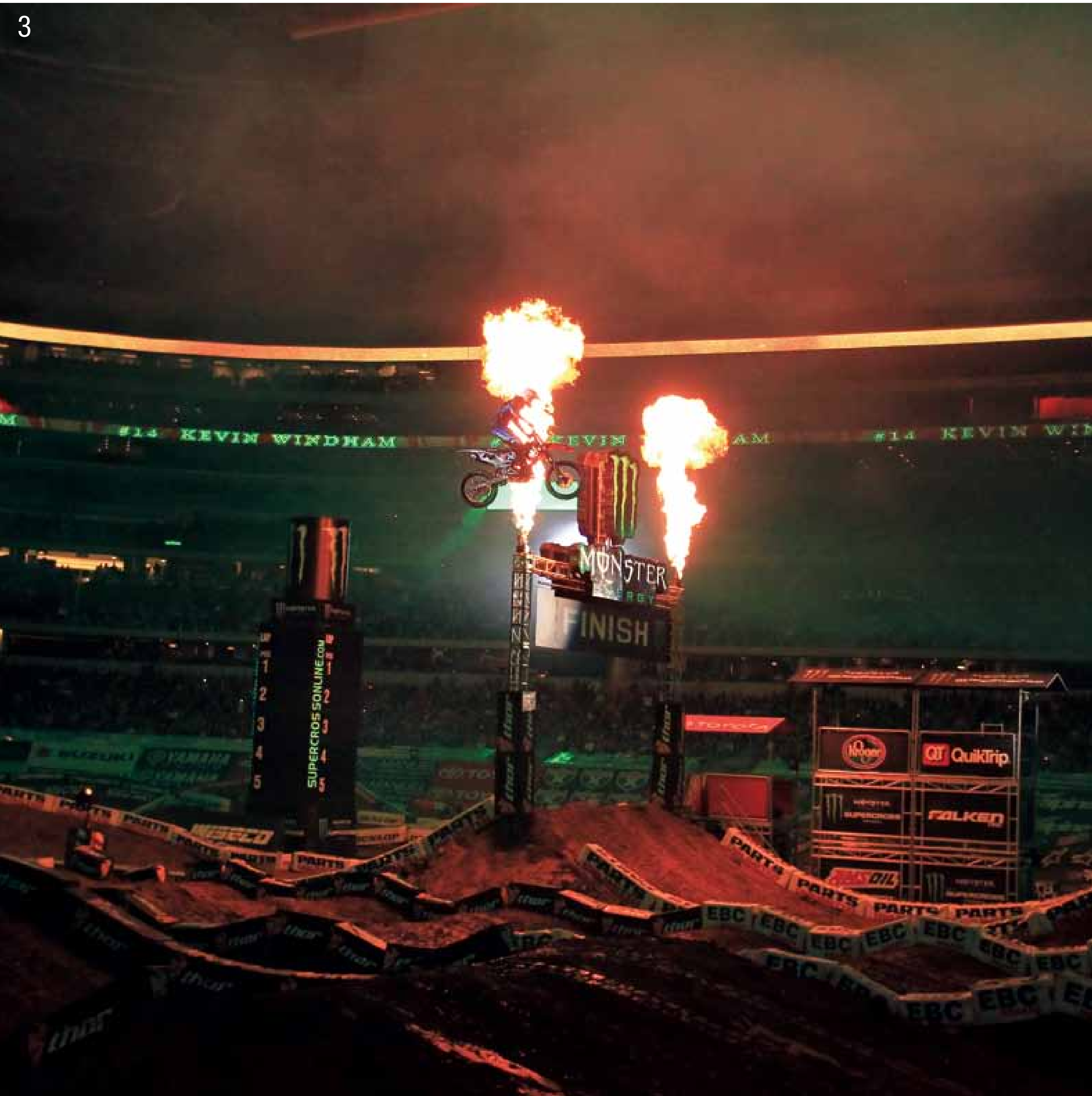
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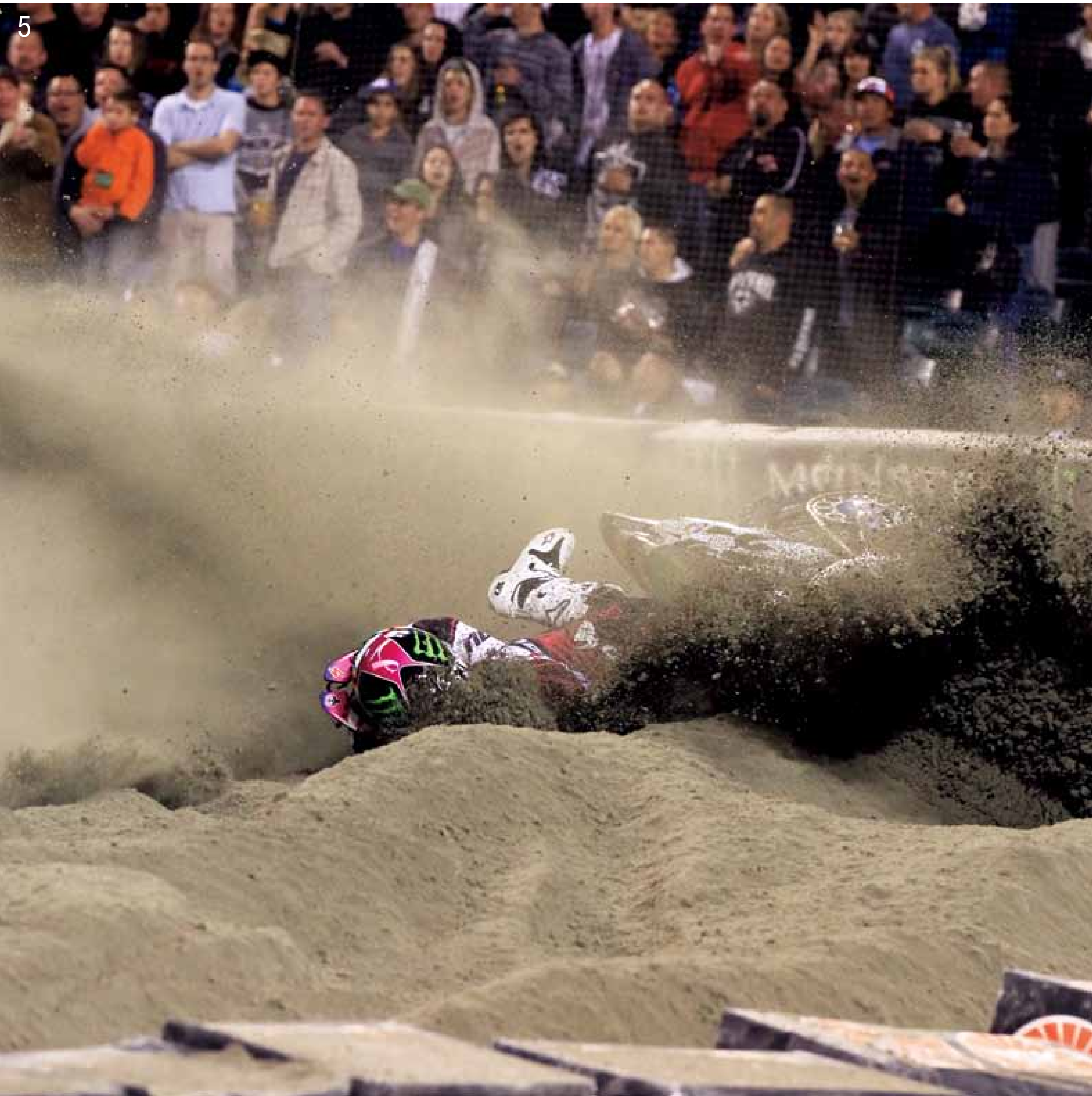
EXPOSED

THE TAKE OUT
There are nice ways to make a pass, there are aggressive ways to make a pass, and then there is the take out. Nice ways to pass are the ones that Ryan Dungey does each week. Aggressive passes are the ones that James Stewart and Ryan Villopoto do each week, when necessary. The take out is what you see here. Justin Brayton pushes Jake Weimer right to the edge and Weimer eats the sand. I don't think Weimer will be sending a Christmas card to Brayton this year.

Photo by Rich Shepherd



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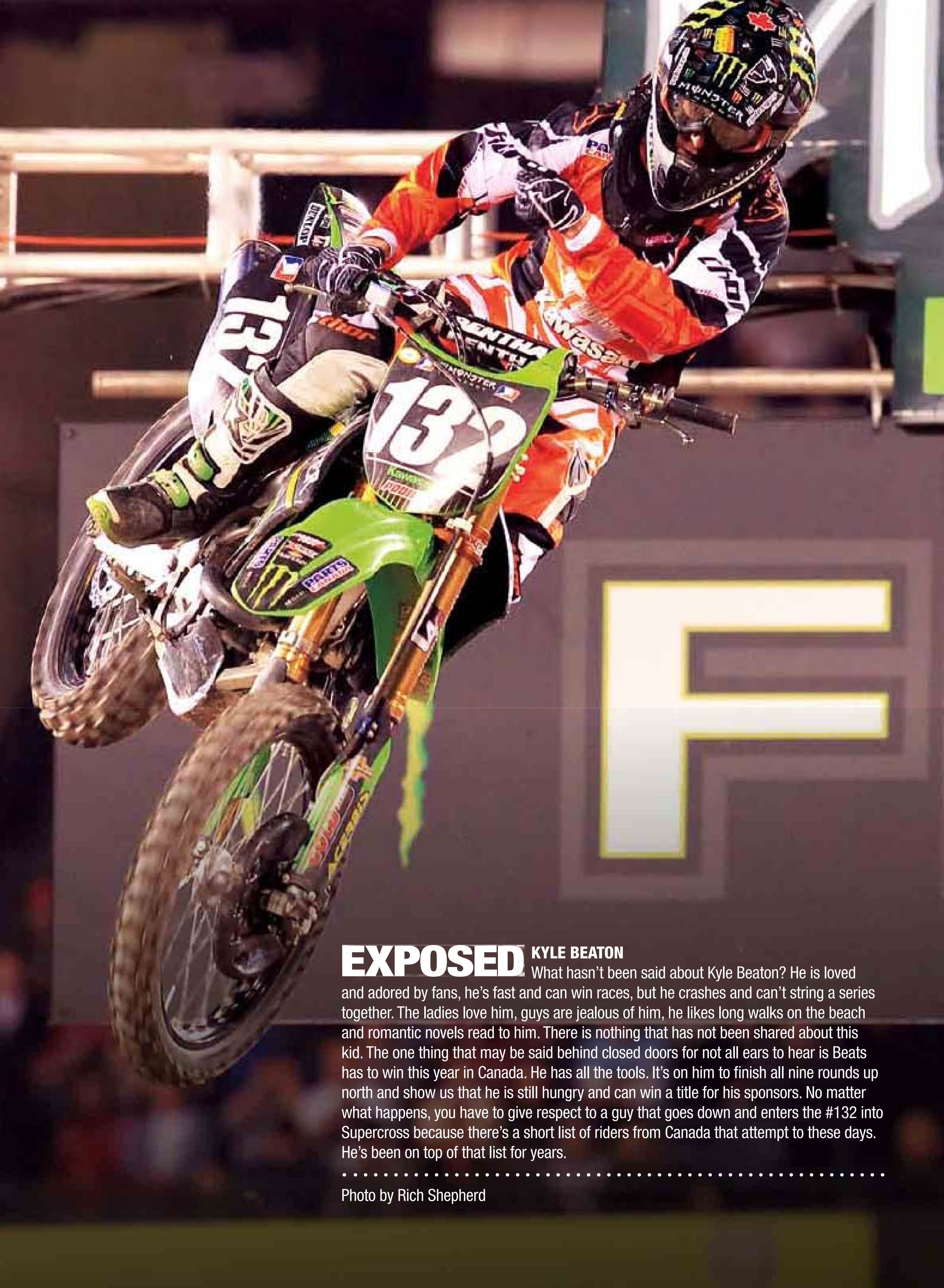
EXPOSED

CANADIAN SENSATION

Cole Thompson blew the industry away when he said he was skipping his last year of Amateur racing and heading right to the Pro class. People thought that was a bad idea, but then at his first Pro race he went out and grabbed a ninth in the main event in Texas. His stock went through the roof. However, his second week went the way people expected it to go – he didn't make the main. This kid is young and talented. This year will be tough, but the experience he will gain from the ups and downs will no doubt build him into a champion down the road.

Photo by Rich Shepherd

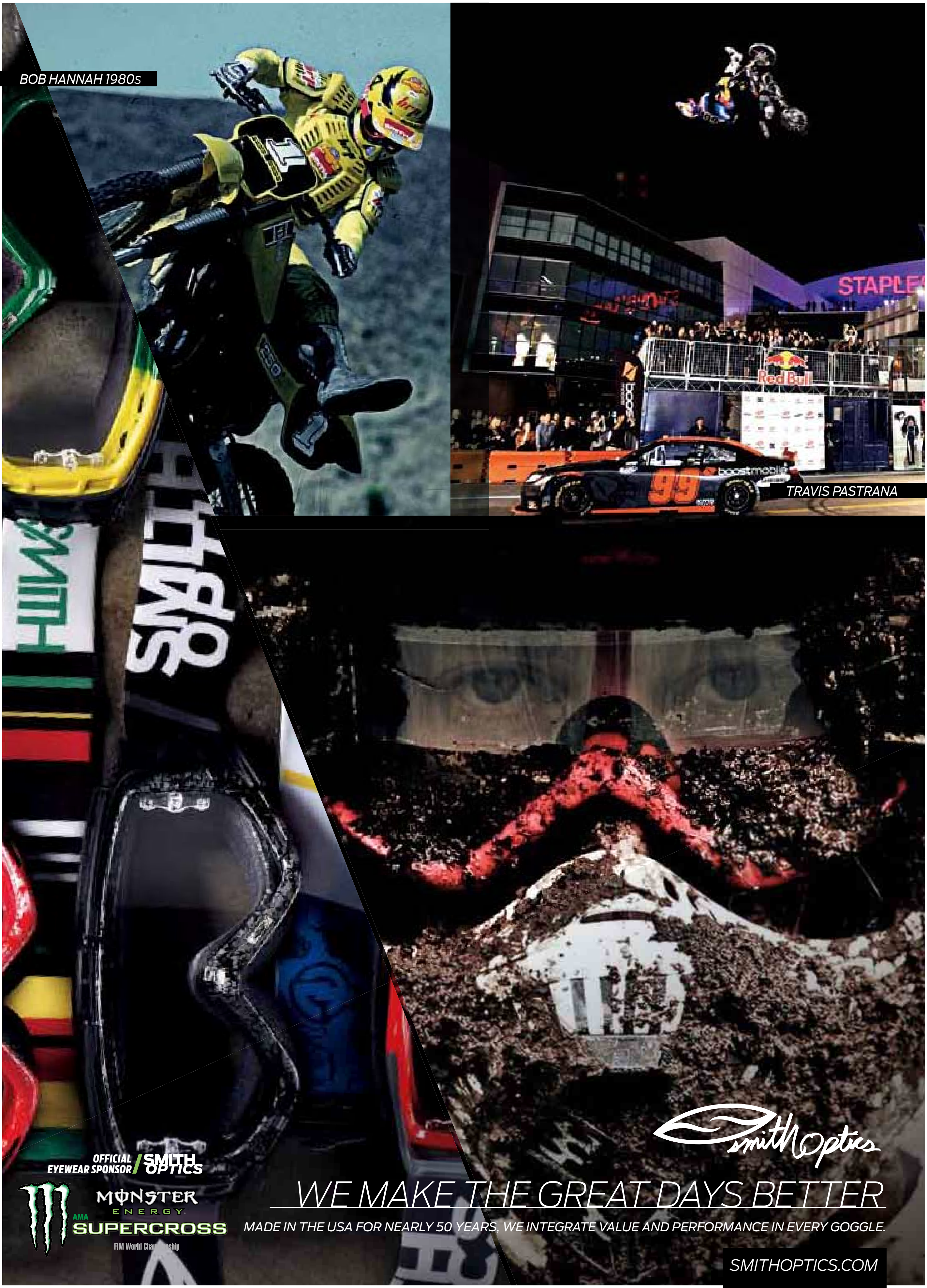


EXPOSED

KYLE BEATON

What hasn't been said about Kyle Beaton? He is loved and adored by fans, he's fast and can win races, but he crashes and can't string a series together. The ladies love him, guys are jealous of him, he likes long walks on the beach and romantic novels read to him. There is nothing that has not been shared about this kid. The one thing that may be said behind closed doors for not all ears to hear is Beats has to win this year in Canada. He has all the tools. It's on him to finish all nine rounds up north and show us that he is still hungry and can win a title for his sponsors. No matter what happens, you have to give respect to a guy that goes down and enters the #132 into Supercross because there's a short list of riders from Canada that attempt to these days. He's been on top of that list for years.

Photo by Rich Shepherd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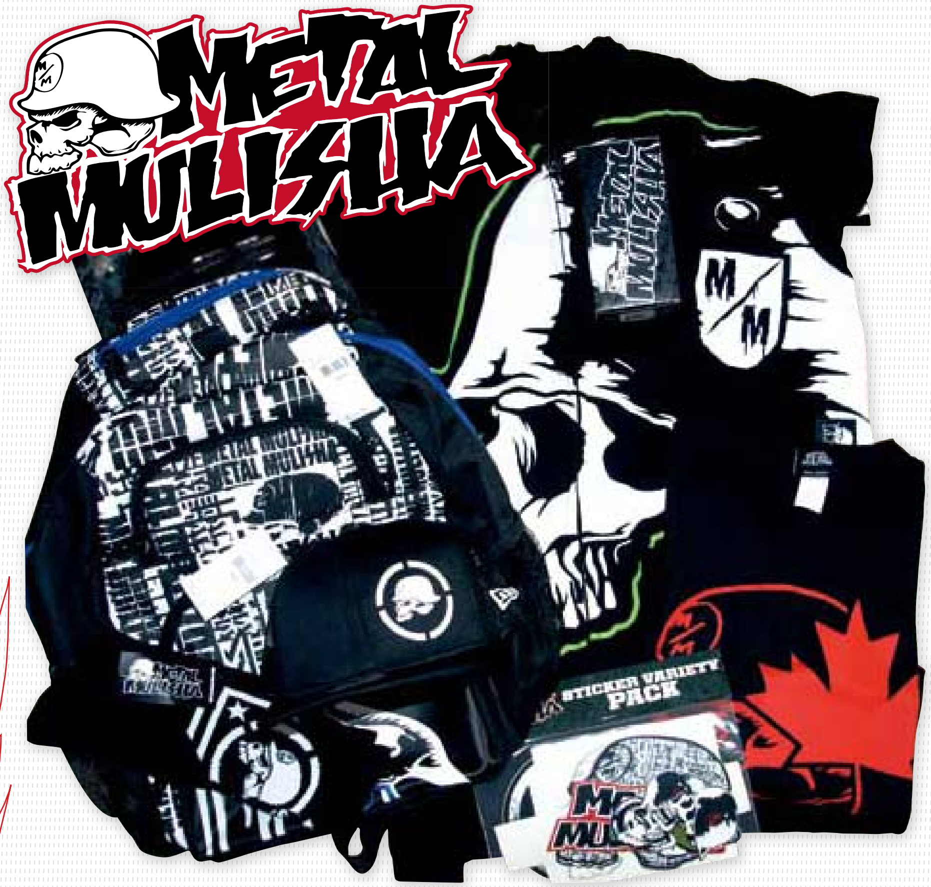

Contest

MXP contests have really drawn a lot of positive attention to the magazine and have provided our lucky readers with some amazing prizes. We have now broken the barrier by having the biggest contest ever. Metal Mulisha wants to hear from you for a chance to win a prize pack that may make Elvis rise from the grave to enter. The list of prizes is as follows:

Watts Headphone
Fizzle 2 ORO Eyewear Dither Fleece – BLK
Oh Canada Metal Mulisha Tee — BLK
Rad Sock — BLK
Landslide Backpack — BLK
System Snapback Hat
Sticker Variety Kit — 20 PCS

TO ENTER THIS AMAZING CONTEST, ALL YOU HAVE TO DO IS SHARE A MEMORABLE MOMENT INVOLVING A METAL MULISHA MEMBER. MAYBE IT WAS AT A FREESTYLE CONTEST, MAYBE IT WAS AT A SUPERCROSS, OR MAYBE IT WAS JUST WALKING DOWN THE STREET. E-MAIL A PICTURE TO **GAULDY@MXPMAG.COM**, PLUS YOUR STORY, AND YOU COULD WIN THIS GREAT PRIZE PACK FROM METAL MULISHA.

CONTEST ENDS APRIL 31, 2012.

MOTO CROSS PERFORMANCE

Volume 11 Issue 1

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2011 AMA NATIONAL MX CHAMPION
2011 MONSTER ENERGY CUP CHAMPION

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Photos by MXP Staff

Caught on CAMERA

Dan O'Reilly has a vast selection of old school jerseys in his collection. This is Donny Schmidt's #1 that he brought down to give to Racer X's Scott Wallenberg. I guess Dan feels bad for Team Canada winning every year in the hockey game.

The summer can't come fast enough when the visuals are like this.

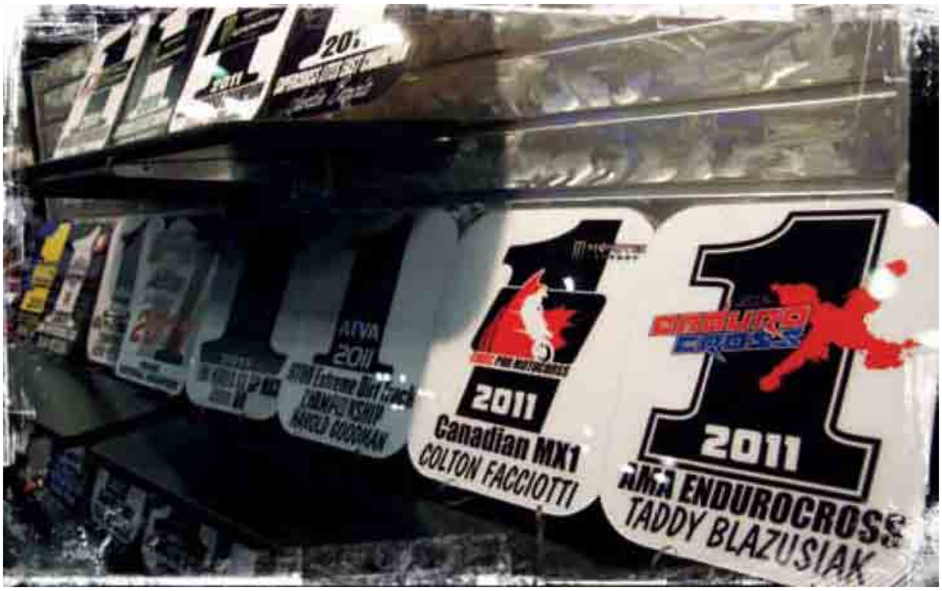
Carey Daku used to spend his days wrenching for Blair Morgan in Motocross and Snocross. You can now find this friendly Canadian working for Fox Shox USA in Minnesota where he lives with his family.

Danny O and Gomez getting a little close during the game. We missed the next shot where it was a full hug session. Ha!

Canadian goalie Chris Pomeroy was pretty lonely in the Canuck zone.

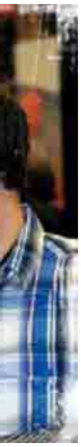
Mark Perrin in deep thought as Brett Lee works on his latest version of coomb by yaw.

Frankie Bellissimo shows us that Canadians know how to roll in hockey dressing rooms.


2011 Canadian MX1 COLTON FACCIOTTI
2011 AMA ENDUROCROSS TADDY BLAZUSIAK
2011 ATVA
Our MX1 Champion getting some love on the championship wall at the Indy Dealer Show. It's the second row but better than not being there, right?

This guy has been around just as long as the sport of motocross.....well, maybe not that long. Bevo Forte was the front man for Scott USA for years. He has now started a new goggle line with the 100% brand.

Danny Walker (USA goalie) drops down to make a save. He did a great job holding Canada to only 18 goals in two games. Hahaha



What a great time had by all at this year's event. Racer X, Decal Works, Hindle Exhaust and MXP all supported the event by picking up the majority of the ice tab.
Can't wait till next year guys.

Brad McLean of Atlas Brace shows off the amazing product. This dude knows how to sell this baby.

MATIX
WHY LIE
IT'S FOR
BEER

At least he's honest.
I bet Frankie still didn't tip him. Hahaha

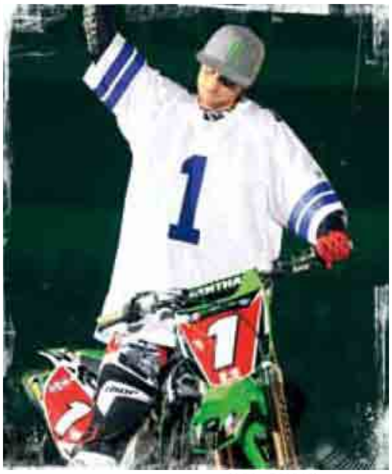
Viral Oils at the Indy Dealer Show.
The crew had a huge booth and their excitement they shared about being part of Tyler Medaglia's team was very high.

Kyle Sheppard of Outlaw Productions working the GoPro for the good shot. Dude is focused here.

Caught on CAMERA

Photos by MXP Staff, Rich Shepherd and Brent York.

We feel like we got this pic while Machine Racing's John Nelson was up to something sly. What could it be?



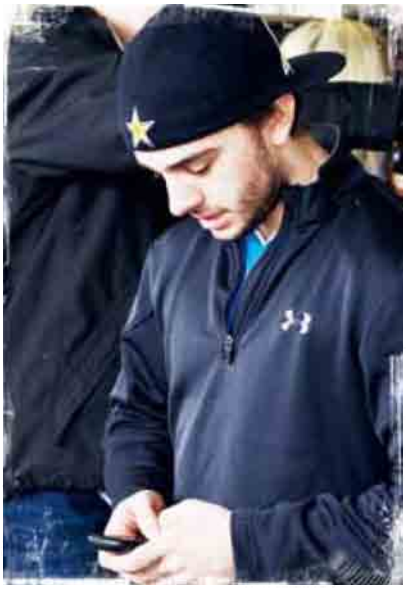
Ryan Villopoto supported the Dallas Cowboys when entering the stadium for Round 7 of the Monster Energy Supercross Series.

Rising star Ken Roczen shows the love for MXP.

More happy customers.

Malcolm Stewart is a fan as well.

Amelia and Jade were the beauties under the tent at the Toronto bike show. Thanks ladies for the help.



If Richard Grey can focus on racing this summer like he does texting the ladies, the guy will be the champ in 2012. Haha

Secret training ground for the X37. The Finn (grey sweater) just loved the power of this machine and may line up at a national in 2012.

Ethan York is pimping it in the Mustang while repping the Monster brand. The ladies will have no chance when this kid rolls up.

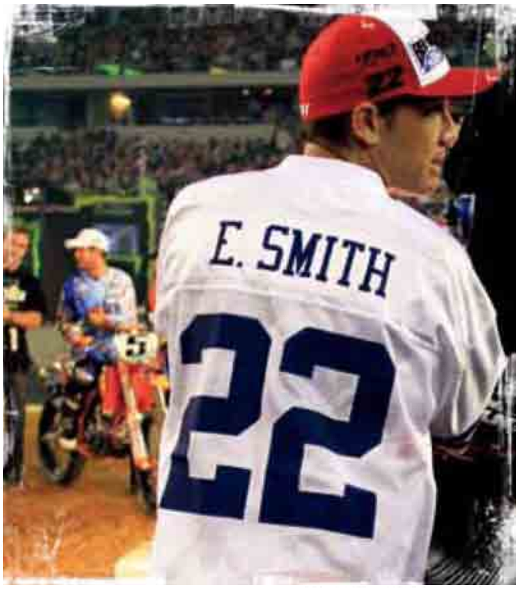
MXP gives back to some young stars at the Toronto Bike Show. Who doesn't like something for free?

When the MXP camera comes out, the kids all want to be part of the mag. So here ya go youngsters, thanks for the support.

This is the comic book hero "Wolverine" if he was Canadian and loved Tim Horton's.

Or he will just do burn outs for the local heroes. Ha

Just a little early, Kenny!!

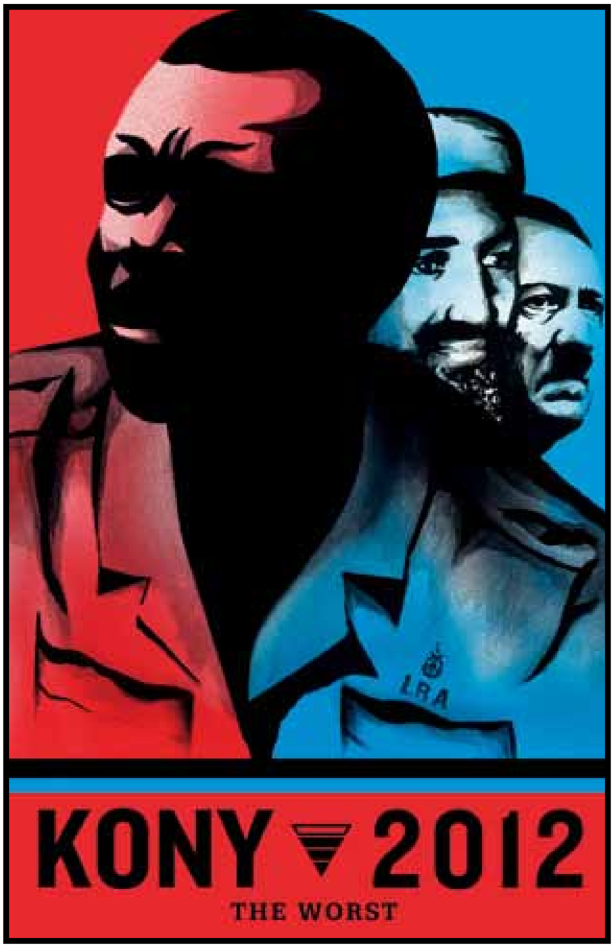


Chad Reed also donned a Cowboys jersey for opening ceremonies. Not that long after this moment Chad Reed's season ended.

This job allows me too much time to think

By Ryan Gauld

I have had approximately ten jobs in my life, raced over 500 races in my motocross career, and spent more than a million dollars in my life so far. I couldn't tell you how much I've made because even if I make more I will just spend more. All of these numbers are pretty useless unless you're sitting around thinking a lot like I do in my current position with MXP. If I'm not thinking I'm writing, and when I'm writing I'm thinking. I have had a lot of ups and downs in my life, mostly ups. The few downs I've had may have sent a different person into a downward spiral and headed towards a bad way of life.



I would like to think I've grown into a pretty good person. I constantly share with others and I always help my useless friends when they need money, all the while knowing it's like giving it to bums on the street, basically, because they most likely don't use it for what they should and I don't expect it in return. I always think of others and I have proof because my girlfriend gets pissed at me all the time for that, especially when I should have thought of her first. What I'm getting at is that all the things that have crossed my path have been normal, to say the least. Motocross has been the only constant, positive influence I've ever had and I would say that it has attributed to me being the pretty normal person I am today. The point I'm getting at is this, what in the hell happens to people to get so crazy to make them kill another human being? How did that lady in Alberta kill her two sons? How did Joseph Kony become the monster he is today? What kind of parents do these people have? What kind of life leads them to these acts of craziness? I know someone very close to me that took a life from another human being, and it put our lives through hell. It was a mistake but let's just say the person whose life was taken was not a good human being. Is that okay? No, it's not. That's why you go to jail for that kind of crime and serve your time. Is there ever a right time for this? As I sit and write this I'm thinking of all the bad things I witnessed as I grew up. Whether it was a kid at school, family, gangs, fights, whatever, I am thinking "how did I turn out to be normal?" There were so many opportunities for me to go down the wrong path. Then I thought; it was sports and racing that kept me grounded. I just looked past that bad stuff because I wanted to be an athlete in the sport of motocross. I wonder if it was the same way for other athletes in other sports. For example, you look at so many basketball players that came from the hood who have become world famous stars, even though when as a kid, right outside their windows, there were drug deals and shootings. Yet, they made the right choice. As in my case, they probably had great parents that helped them make the right decision. You can never say you did it all on your own. There is always help along the way in some way, shape or form.

The right decisions are hard to make all the time. Sometimes they're right and sometimes not. I just watched the video - Kony 2012. This Joseph Kony is one evil bastard. Apparently these atrocities have occurred for years but now we're really hearing about it. This guy should be arrested. He should pay the ultimate price the same way Saddam Hussein did. It blows my mind to learn about these things.

We seem to enjoy complaining about the small problems we have in our sport. Imagine having problems like these two whackos I have mentioned above or any other whacko that thinks like them. We as people should appreciate more what we do have rather than crave what we don't. The path we choose can veer off in the wrong direction in no time. If you're involved in hockey, baseball, soccer, basketball, or for all of us that read this magazine, motocross, take advantage of what's in front of you and enjoy it. Enough with the moaning and groaning of our piddley issues, let's just race.

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TIME OUT WITH T DAGS

A hurt real bad

By Tyler Medaglia

I'm back again for another season of TOWTD. Starting off just like I did last year, I am hanging out in the dirty south for pre-season training here at GPF. The 2012 Nationals are going to have loads of new looks so the first round is going to be more exciting than ever! Out of the hundreds of riders, maybe a total of two are on the same bike as they were last year. Secretly, everybody wants to ride a Honda; luckily I get to and am enjoying every lap on a 450 that feels as light as a 250.

PACKAGE
DROP OFF
& PICK UP

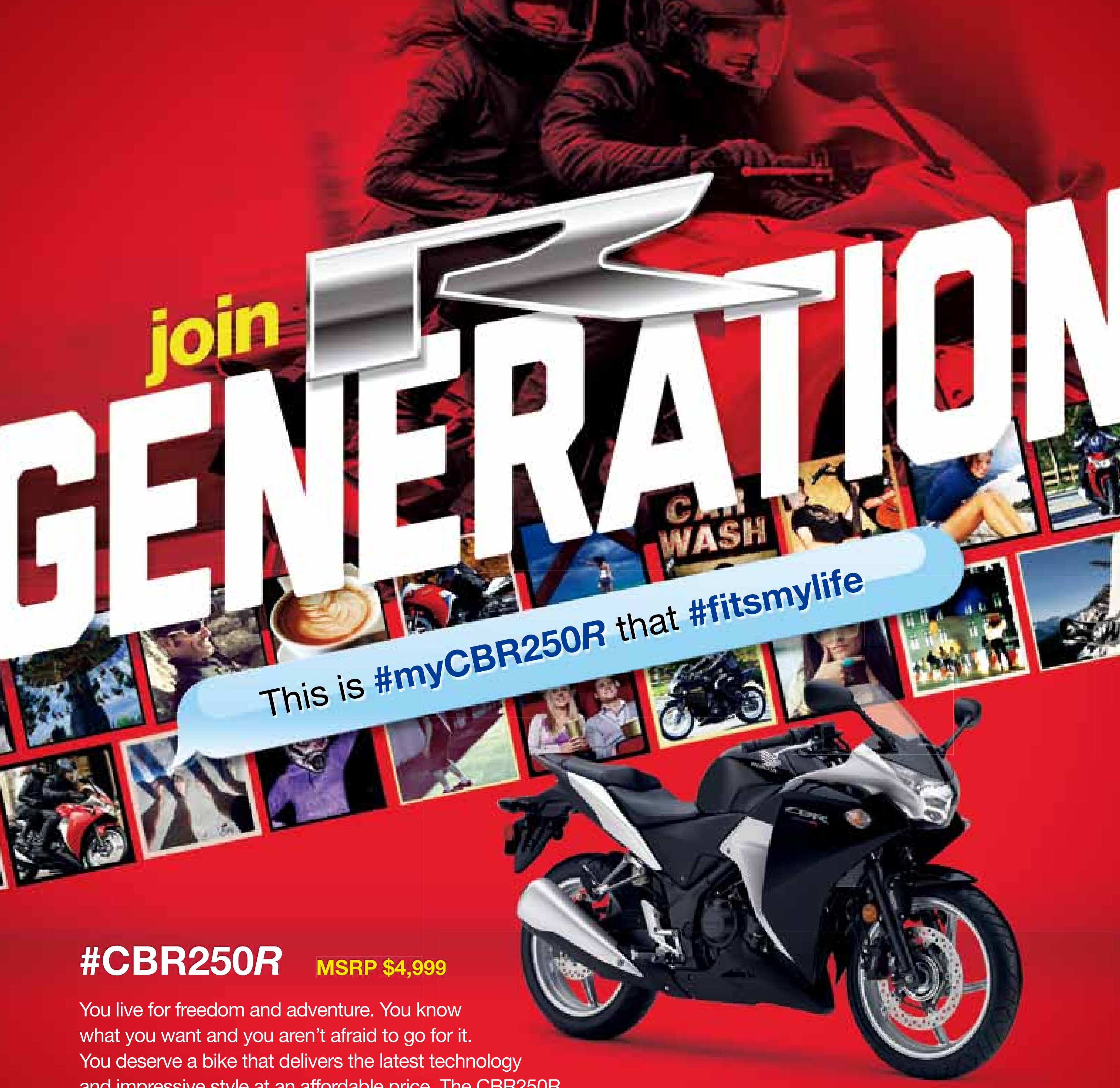
Normally when we head down south the weather just starts to get nice right before Georgia, but this year it was nice just past Pennsylvania, which made the drive more enjoyable. I could pull the BMX out at the gas stops and rip around for a bit to burn some energy and not feel so bad about the food I had to eat on the road. Normally on the road trips you usually get to see some crazy stuff like truckers half asleep and all over the road, a deer get smoked, a truck carrying cow poop through the vents and roost cars, but this trip the only wacky thing that went down was Jeremy sleep talking every time he dozed off.

On the drive home two years ago I was driving through Atlanta. Just as I was coming up to the city I noticed there had not been any cars going the other way for quite some time and some of the on ramps on that side were blocked by police cars. A few more miles went by and still no cars. I went around this long corner and coming the other way was a sea of blue flashing lights. I have never seen a collection of police cars that big in my life, there had to have been thirty of them. I noticed there was something in the middle of them all and that they were not going that fast. When they got a bit closer I saw that it was a transport truck that had no trailer, no tires, and was driving wide open on the rims; there were sparks flying like crazy. Once it passed me I noticed where the trailer would hook up (5th wheel part) there was a guy with no shirt on holding a massive gun! I expected it to be on the news or something but I never heard anything of it. Maybe one day I'll be sitting watching World's Wildest Police Chases and it will come on, but that might not be for a while since their latest videos are from around 1999.

A few of the readers last year told me they enjoyed the stories involving my Dad and I, one of who requested a specific one and it goes like this: My Dad's cousin had left a car at my parents' house to store for the season. It was parked out behind the garage and sat there for a long time. Basically, it was a way for my friend to climb on to the roof of my Dad's shop. I was 11 or 12 at the time and thought it would be cool to bring a boulder onto the roof and smash in the windshield of the car. The rock did a good job along with the other 15 we threw at it; the window was bowed in so far that it was touching the steering wheel. One day I came home from school to see my Dad waiting for me and I knew right away that he saw the damn car which meant I was going to get "a hurt real bad". He asked me what happened to the car so I went on to tell him that Jason and I threw a small rock at it by accident and it smashed. I then held my breath, waiting to get an earful or a boot to the ass, but nothing happened. He just shook his head and walked by me so I figured I dodged a bullet. So I hopped on my brand new pedal bike that had a snake skin seat and took off down the road to tell Jason the good news.

The next day I got home from school planning on going biking with Jay, ran off the bus to grab my new bike but I couldn't find it. I looked everywhere…behind the house, the garage, the shed… nothing. I then went in the house, asked my Mom where my bike was, and she told me she hadn't seen it. I went to my bedroom to put my school bag away and there was a box on my bed. I opened the box and sure enough there was my bike only it was cut up in about 50 pieces. My Dad went through the hassle of torching my bike, rims, tires, pedals, even the snake skin seat was in two. Needless to say I was devastated and cried for probably a couple hours.

Anyways, thanks for tuning in. I just got a text from Josh that motos are starting soon so it's time to get back to work! Been a slice. -TM



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Think more with your gut and less with your head

By Brian Koster, Photo by Rich Shepherd

It's hard to believe how time flies as we get older. We all seem to lead such busy lives that within a blink of an eye another year has passed. Everywhere I look on the street, people have their face buried in their cell phones texting, tweeting, face booking, and God knows what else. It's so easy to get all caught up in the mundane trivialities of life that before ya know it…boom, another year has gone. What to do about it is the multi-million dollar question. I can't even believe that 2012 will be my thirteenth year working with the great people of the CMRC Pro Nationals and alongside my esteemed colleague Marc Travers. It just seems like yesterday that I did my first interview at the Nanaimo season opener in 2000. A lot has changed since then but a lot has stayed the same, too. Of course we have all had a lot of fun mixed with the hard work and sacrifice over the years so it's hard to complain . But time passes, teams change, riders change, but the show still goes on. Some people are remembered and some are forgotten; this motocross business can be a very cruel game.

One team that won't soon be forgotten is Blackfoot. They were synonymous with Canadian motocross and Canadian Championships for over a decade, but as you are probably aware, they are history for 2012. Some have reasoned that without them the series will be somehow less important. I do indeed feel we are all, in some way, indebted to Blackfoot for their achievements and level of professionalism that they brought to the table in Canada. While I agree they will be missed I see opportunity for other teams to step it up and assume the lead role in the pits. I also see a huge opportunity for Yamaha to spread the Blackfoot budget amongst a host of Pro hopefuls that were overlooked due to budget restraints. Yamaha may even benefit from helping more riders put the blue bikes on the starting gate but it will be much harder for them to win championships without a team like Blackfoot, though with tough-as-nails riders like Kyle Keast and Shawn Maffenbeier representing them, podiums will certainly be inevitable. Time will tell and as the silly season slowly morphs into the bonafide season, a lot of questions will be answered. I suppose the biggest question of all is if Colton Facciotti can be as dominant on the Royal Distributing KTM as he was on the Blackfoot Yamaha. Of course one of his main rivals, Dusty Klatt, who is sporting the #2 for 2012, will be his teammate yet again, only this time on the orange bikes. Will these guys be able to adapt to the European bike with the steel frame? All one has to do is look to Europe and to USA's Ryan Dungey to see the success this brand is capable of so for Colt and Dusty there will be little room for excuses. If I were in their shoes I would be working and training harder than ever to ensure the desired results. I believe it's KTM that is under the most pressure this year. Pundits are already saying that KTM Canada has "bought" the championship by hiring Facciotti and Klatt and in doing so pretty much have to win the title. This, to some degree, I believe to be true and if I were KTM I would be investing more than ever in team training and testing to be certain nothing is left to chance. This indeed will be an exciting year for a lot of reasons.

Matt Goerke

Just think how motivated the Leading Edge Monster Energy Kawasaki team must be. They had unprecedented success last year on the 450 and are back again stronger than ever. With Blackfoot gone they are poised to vie for the top semi in the pits and have a strong group of committed employees who want nothing more than victory. I can see them using their continuity as a team to their advantage this year. Coming off his inaugural year in Canada, multi-moto winner Matt Goerke will know the tracks and his competition much more intimately this time around, and if he shows up healthy will no doubt be a title contender. Toss in Teddy Maier, Kyle Beaton and a possible fourth yet to be named rider and it's hard not to get excited about Kawasaki's prospects!

Now back to the multi-million dollar question, what to do to implement the illusion of slowing time? There is no right or wrong answer here but talk to someone who has had a near death experience and you will get some ideas on how to enhance time. I know most of us racers have had our lives flash before our eyes on numerous occasions, but talk to anyone who has come back from a near fatal occurrence and the conversation can be extremely enlightening. I suppose what I've gathered over the years, and my two cents worth, would be to take the time to smell the roses, ditch the cell phones after a certain hour of the day, eat dinner as a family as often as possible, minimize television time and read to (or with) your children regularly. Society has conditioned us in so many ways that go against the laws of nature: to pop a pill for every ail, to become a slave to the fast food industry, to get all caught up in keeping up with the Joneses, to put the TV on though no one is watching…and the beat goes on, and on, and on. Never mind the status quo a wise man once said, "Think more with your gut and less with your head" and one of my personal favourites "The future is now"…embrace it"!

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MXP
BEHIND
THE
GATE

LAURA LANG

INTERVIEW

Parts Canada's Laura Lang has seen it all in this industry, from media to marketing to riding herself. For the last few years Laura has been the Marketing Manager for Parts Canada based out of London, Ontario. She has helped steer this successful Canadian company through some very tough economic times in recent years and has helped make it an industry leader. We grabbed a few minutes of Laura's time recently to get her thoughts on the state of the industry, the Parts Canada TransCan and her own love of riding.

MXP: Good morning Laura, I have to be honest, I am really looking forward to talking to you. Obviously the last few months have been crazy for you with all your show obligations. How have things been going?

Laura: Actually we had a pretty decent show season that certainly gives us reason to be optimistic for 2012. We are obviously still in tough economic times, but I think that the industry has bottomed out and hopefully is on the way back up. Parts Canada attended a lot of shows the last few months, and while the attendance numbers were decent, the enthusiasm shown by the people attending was amazing.

MXP: Was that enthusiasm being shown by street and dirt riders? Did you notice if one was up or down or vice versa?

Laura: It's really hard to say with the MMIC shows that we attend. I would say that those shows are maybe a little more street related. Also, it depends on which market the show is in; one maybe be a little more off-road orientated than another, there are so many different variables. I would just say, as a whole, the industry seems to be slowly rebounding.

MXP: Being in your position, you obviously have a lot of contact with different companies and individuals. Do you think that the last few years have weeded out some companies that were just in it to maybe make a fast buck?

Laura: I would totally agree with that assessment. You know, whenever any industry is strong, like ours was five years ago, you get a lot of wave riders, a lot of people that just jump onboard and try and make some money. Also, with an economic crisis like we've been having, it weeds out the people who have been around a long time and maybe just don't have the energy anymore to stick it out. I don't like to see any industry get leaner, but sometimes it is a necessary evil and that particular industry comes out stronger. We have definitely lost some quality people and great dealerships to the economy, but sadly this sometimes happens.

MXP: It has also forced people to become more creative and find new ways of doing business.

Laura: For sure, we can't be lazy, we have to become more vocal and make sure we are doing things right. Fewer people are spending money so we have to become, as you said, more creative than ever because competition is fierce. You know, I do think the market will come back. I think the number of riders is the same as before, so we are not losing riders, I just think everyone has less money to spend. When the consumer dynamic does turn around, the dealers that are still around are really going to flourish. We still have a long way to go and our fingers are crossed that the numbers will return to something close to what they used to be.

MXP: For those who don't really know you, they just see you around the track or at shows. What is your background?

Laura: I come from a number of different backgrounds, most of which are business related. Before I started with Parts Canada I was in media doing sales and marketing so that was my introduction to the motorcycle industry. Prior to that I did a few things, I owned a restaurant for a while, I raised a family and I was also in the fashion industry. So you could say I come from a very diverse background.

MXP: Yes, you could certainly say that. Sounds like you have lived a very interesting life so far. Let's switch gears for a moment and talk about Walton and the Parts Canada TransCan. You and Parts Canada have been a huge and cherished supporter of the TransCan for a number of years. What does that relationship mean to you?

Laura: Walton has just been a wonderful event for us to sponsor and help support. Every year it grows and it represents everything that I believe a motorcycle event should be. The Parts Canada TransCan is the first place that I saw Facebook being used properly to promote and grow an event. The people who run Walton are extremely progressive in their marketing strategies and tools, and we at Parts Canada like that. This is the new way to do business and promote things, and Walton gets that. The TransCan organizers have done a tremendous job of reaching out to riders, fans and industry people; they complete the circle. When Parts Canada looks at sponsorship for anything, we look at whether that circle is reached, and a lot of times it isn't.
You know, obviously Walton has done a fantastic job when you can get that many people to come out to an event that is so far from a large population center. We are always very happy at the outcome of the Parts Canada TransCan, whether it has rained, there has been severe weather or sunshine, we are always happy with the way Parts Canada has been represented. That's really all you can ask for from an event.

MXP: I have obviously been going to Walton for a number of years, but every year on the first day I drive through those gates, I am amazed at what I see. I can only imagine what it is like for a first time fan.

Laura: I am the same way. You make that turn in Walton at the tractor dealership and bam; here is this huge circus-like spectacle. It's like someone removed a big wall or curtain, and then you get to see what is on the other side. Another thing I like about what Walton has done, they have continuously tried to show improvement with the facility and how it is run. You know, you are always going to have complaints and you will never make everyone happy, but at least they try. ➥

That is very important, and honestly, you don't see that happen often.

MXP: I agree completely, the Parts Canada TransCan is something special, not just for motocross but for the entire industry. Speaking of this industry, where do you see it going in the next few years from a competition aspect.

Laura: Well, I have the luxury to see things from a National perspective, meaning I get to speak to people from coast to coast. My feeling is that because we can't seem to get everyone to work together, I see it being quite fragmented until things change. Because we have a few different associations and people don't seem to agree with how they are funded or how they are run, the feeling exists that people want to go and try it themselves and not sit down and work together. I don't understand that, you don't always have to agree with the people you work with, you don't even have to like them, but you should try and come to some sort of compromise for the better of the sport. Until that day comes and hopefully it does soon, things will remain the same.

MXP: This sport always seems to go through this fragmentation every few decades. Like we said earlier, it is the time for unification and for everyone to be focused on the greater good, both on the track and off. We have a National sanctioning body, let's support it. Well Laura, I am going to let you go on that note. It was great to talk to you. All the best and we'll see you at the track very soon.

Laura: Thanks, good chatting to you as well. I don't get these calls very often, but when I do I really enjoy the chance to talk about the industry we both love. See you at the races!

DISPLACEMENT RULES CHANGE!

After much discussion, feedback and debate regarding the proposed amendment to the displacement rule for the MX2 class in regards to two-strokes, following is the change that will be made for the 2012 season:

For the Amateur MX2 classes only, the maximum displacement for two-strokes will be increased to 250cc. The two-stroke displacement rule for the MX1 class will not change, therefore Amateurs may compete in both the MX2 and MX1 classes with a 250 two-stroke motorcycle.
Intermediate ranked riders will be permitted to compete in the MX2 Pro/Am class at CMRC Nationals with a 250cc motorcycle.

The maximum displacement for two-strokes in the MX2 Pro class will not increase, and will remain at 153cc.

QUICK HITS!

DYLAN WRIGHT

is one of Ontario's fast up and coming riders. The youngster has moved back to Yamahas for 2012. Dylan will be support by MX101 team in a very successful program that has seen riders like Shawn Robertson, Kevin Tyler and Jeremy Medaglia among others pass through their doors.

NOVA SCOTIA NATIVE ADAM TURNER

will be taking on the role as Royal Distributing Red Bull KTM Fox rider Dusty Klatt's mechanic this summer. Turner isn't a stranger to the national scene as he has often wrenched for friend Mitch Cooke.

YAMALUBE SCHRADER'S SMX RACING YAMAHA RIDER SHAWN MAFFENBEIER

looks to be one of a small few trying to line up for the Toronto Supercross on March 24th. Maffenbeier is now waiting on AMA approval.

RYAN LOCKHART IS BACK!

Popular, long time racer is returning to the series as a mechanic for his good buddy, Kyle Keast.

FOR ALL YOU OFF-ROAD FANS OUT THERE,

Bobby Prochnau will be back with KTM to take on the Canadian National Enduro Series alongside Geoff Nelson and Josh Long.

TWITTER

seems to be picking up in Canada. Make sure you follow @mxpmagzine because we are linked to all the riders across Canada.

MXP
BEHIND
THE
GATE

YOUR CHANCE TO EARN A FACTORY RIDE!

Last year's Factory Ride winner RJ Marnoch with former MX1 Champion Dusty Klatt.

For Immediate Release – Yamaha Motor Canada is expanding its popular 'Win a Factory Ride' award to three of the biggest amateur motocross events in Canada!

At the 2011 Parts Canada Walton TransCan, RJ Marnoch accumulated the most points of any amateur Yamaha rider. For his efforts, RJ has been awarded the use of a YZ of his choice and a $2500 parts credit for the 2012 race season.

Bryan Hudgin, Yamaha's Race Director commented, "I think RJ was a little surprised last year when he realized what he had won. The prize not only includes the use of a YZ, but also access to our great accessory and gear partners like AXO, One Industries, FMF, Matrix and our own Yamalube and GYTR brands, so there's a lot of value!"

With the announcement that the award is available at the Raymond Western Canadian Amateur National (June 29 - July 2) and the Deschambault Eastern Canadian Amateur National (July 7 – 8) in addition to the Walton TransCan, Hudgin went on to talk about why Yamaha expanded the program, "The expansion now gives Yamaha riders from coast to coast a chance to earn this prize. It also shows our commitment to amateur racing and our appreciation for their business. We want our customers to know they're always a part of the Yamaha family and hopefully this helps to do that."

How Do You Win?

Of all the Yamaha riders at each event, the winning rider must attain the most cumulative points for their finishes. Enter as many classes as you can to increase your chances!

The Rules:

- Contest open only to amateur riders.
- You must be a resident of Canada.
- Your Yamaha must be a Canadian purchased unit.
- Rider cannot be an employee of Yamaha Motor Canada or one of its dealerships.
- Winner is only eligible for one prize. (Cannot win at multiple events)

On top of the 'Factory Ride' award, Yamaha will continue with their 'Yamabucks For You' campaign for the Walton, Raymond and Deschambault events. The top 3 Yamaha riders in each class will collect $75, $50 and $25 in Yamabucks, no matter their finishing position.

Hudgin concluded, "If you race Raymond, Deschambault or Walton, make sure you're doing it on a Yamaha. You may ride for free in 2013 on a 'Factory Ride' or at least get a little extra money to spend at your dealer!"

LIVE STUNT SHOW: NITRO CIRCUS LIVE WITH CANADIAN FEMALE MOTOCROSS CHAMPION JOLENE VAN VUGT!

Breaking bones and back flipping off a ramp into the Grand Canyon is just a day at the office for Canadian Female Motocross Champion Jolene Van Vugt.

The thrill seeker admits she has the best job in the world and has established herself as one of the most accomplished female athletes in action sports today. She was the first female to back flip a full-sized dirt bike and is the holder of many Guinness World Records.

"A lot of people are very impressed and shocked and think what I do is nuts, but I take it as a compliment," Jolene said.

Jolene is the only female member of MTV's reality show Nitro Circus, which follows top action sports athletes performing crazy stunts around the world.

Although Jolene is coming off a shoulder injury from an Australian tour last year, she is ready to perform outrageous stunts again during the Nitro Circus Live tour this May.

"Most of the time we don't care how much injuries hurt, or if we need surgery. The first question we ask is `how long am I out for?' that's my only concern," she said. "I come back from injury like a bat out of hell because I don't want it to happen again so I train harder, focus harder and try not to make the same mistakes again."

The tour will feature the popular Nitro Crew, 20 times X Games medallist Bob Burnquist, BMX great Chad Kagy and 35 Big Air action sports stars on crazy new Nitro contraptions, all launched off the 50-foot high Nitro Gigant-A-Ramp.

Jolene's insane talent and passion for outrageous stunts has earned her respect in a typically male-oriented industry.

"It's a very big boys club, and being a girl in a tough industry full of men I've just learnt to take the crap and dish it back out," she said.

"I prove myself time and time again that I deserve to be here, so if anyone thinks I don't I just tell them to look at my resume."

Brent Thur putting the moves on Jolene. Shot down!!

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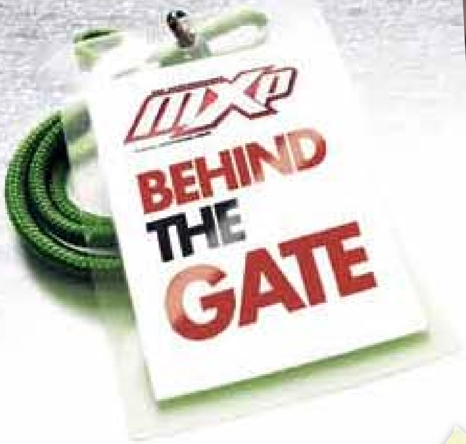

Kevin Lepp

ACTIONETIX™ IS PLEASED TO OFFER SPONSORSHIP

ACTIONETIX SPONSORSHIP DEADLINE HAS COME AND GONE

At ACTIONETIX, we entered our first full competitive season with high hopes of sponsoring a key group of athletes accross North America. We were literally blown away at the sheer volume of applications we received! Unfortunately not everyone was accepted for sponsorship. Out of the more than 250 applications we received, we have added 30 new sponsored athletes to the team. Everyone has been selected based on a number of criteria that fit the core principals of ACTIONETIX - Competitive Sportsmanship.

Further details of the sponsorship program will be coming soon, so stay tuned for more information.
Known for its breakthrough sports supplement HemoFlo™, which aggressively decreases arm pump and muscle cramps, while delivering more oxygen to working muscles, ACTIONETIX is dedicated to improving the performance, safety and enjoyment of Action Sports athletes.

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KYLE "THE DOZER" KEAST IS ACCELERATING THROUGH REHAB!

ACTIONETIX team member Kyle Keast, had an unfortunate setback a few weeks ago, as he came out of a corner in a tight arenacross track that had just been watered. As Kyle got on the gas on his new YZF450 it slid out and gave his ankle a good shot of metal. The unfortunate news is that it ended up breaking a bone in his ankle. Initial X-rays may not have shown anything serious, however The Dozer plowed back into the hospital for a second opinion - and it's a good thing he did. A pin and a screw later and Kyle was on his way to missing testing his bike down south.
"It sucks to have this happen, but the only thing I can do is rehab it properly and get out and ride. I'm 100% focused on the CMRC Nationals, and even when I'm not riding or training hard, I've been sticking to the diet pretty good. We're going for it this year and this is only a small bump in the road!" said Keast in a phone call with ACTIONETIX CEO Craig Stevenson.

2012 TEAMS

MOST YEARS IN CANADA IT IS SOMETIMES NOT UNTIL MAY BEFORE TEAMS ARE ANNOUNCED AND WE BEGIN TO GET THE PICTURE OF WHAT THE LINE WILL LOOK LIKE AT THE FIRST ROUND OF THE MONSTER ENERGY MOTOCROSS NATIONALS. IN 2012, MORE RIDERS HAVE FOUND A HOME SOONER THAN EVER BEFORE, AND 2012 IS SHAPING UP TO BE A GREAT YEAR!

FACTORY KTM CANADA RACING

MX1 - Colton Facciotti
- Dusty Klatt
- Kaven Benoit (limited schedule)

MX2 - Jeremy Medaglia

MONSTER ENERGY LEADING EDGE KAWASAKI

MX1 - Matt Goerke
MX2 - Teddy Maier
- Kyle Beaton

OTSFF ROCKSTAR YAMAHA

MX1 - Bobby Kiniry
MX2 - Richard Grey

VIRAL OILS/TROY LEE DESIGNS/POWERSPORTS HONDA/ GOPHER DUNES RACING

MX1 - Tyler Medaglia

YAMALUBE SCHRADERS SMX RACING YAMAHA

MX1 - Shawn Maffenbeier
- Shawn Robinson

WMX - Denaye Giroux

YAMALUBE BLACKFOOTDIRECT.COM YAMAHA

MX2 - Jared Allison
- Parker Allison
- Bryton Allison

FACTORY YAMAHA/MACHINE RACING/ TROY LEE DESIGNS RACE TEAM

MX1 - Kyle Keast

PR-MX TM KERMAXX RACING (Eastern Rounds)

MX1 - Liam O'Farrell
MX2 - P.O. Lavigne GA Checkpoint Yamaha
MX2 - Spencer Knowles Holeshot Honda
MX2 - Kevin Lepp MPH WMXtreme Honda – (Eastern Rounds)
MX2 - Nathan Bles Hully Gully Yamaha
MX2 - Dylan Kaelin Team JBR Honda
MX1 - Jay Burke Redemption Racing Kawasaki
MX2 - Eric Jeffery TransCanada Motorsports/FXR Racing – (Western Rounds)
MX1 - Josh Penner
MX1 - Brady Breemersch
MX2 - Aaron Pfrimmer
MX2 - Josh Pfrimmer

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WORLD ENDURO CANADA

IS PUTTING THE FINAL DATES TOGETHER FOR AN EXCITING 2012 COMPETITION SEASON

As we sit in mid-March enjoying a particularly mild Canadian winter, World Enduro Canada is putting the final dates together for an exciting 2012 competition season.

For those unaware, the WEC Canadian Championship Off-Road series poses many challenges as we work into the regional calendars of partner organizations across the country. We must not only do our best to work with the WEC Ontario Cross Country Championship, but also incorporate the schedule of our premier national series with our partners in British Columbia, Alberta, Quebec as well as other competition disciplines.

WEC functions as the off-road racing arm of the MCC. As such we are committed in our agreement to unite with competition bodies across Canada that share the focus of promoting positive advancements in off-road motorcycle racing in the disciplines of Trials, Enduro, and Cross Country. As such we work with racing organizations from coast to coast that agree in safe, legal motorcycle racing with proper insurance and loss control guidelines. Being part of the MCC Competition Council is something WEC has earned as a result of our experience and clear message in this regard. We all know motorcycle racing in Canada is at a very important time of change and the stage has been set for a very positive overhaul in racing across the country. It has been a busy winter organizing dates with event organizers and we are now less than a month away from releasing some very exciting news for 2012 along with our schedules in various regions. Our partner, World Trials Canada has finalized the Canadian Trials Championship dates and venues. The regional Trials calendars for Quebec, Alberta and British Columbia are just being finished and we are excited to announce a Trials program in Nova Scotia as well.

Going into its 4th season, the Royal Distributing Canadian Enduro Championship or CEC is enjoying continued growth and success. Bearing in mind WEC's reputation of keeping fresh ideas coming, we have decided to expand the scope of the CEC by creating a Canadian Cross Country Championship or CXCC and combine the points from the CEC and CXCC to declare an overall Canadian Off-Road Champion. The title is awarded to the rider who demonstrates the best overall ability to adapt to a variety of challenges in two types of competition staged in very different terrain across the country.

It was recently announced that WEC has formed a partnership with the Quebec-based event promoter association, FMSQ in order to realize the CXCC. The Quebec round of the CXCC will take place on September 2nd at Ormstown, Quebec (situated south of Montreal near the border of Ontario) with the final round being held in Ontario the following weekend (September 8/9). The Canadian off-road Championship is designed to be a fair and equitable form of competition that decides the winners based on sportsmanlike racing on a level playing field where the results are truly the results. Ontario will feature another spectacular Cross Country Championship series at proven venues across the province. We are very proud of this groundbreaking series as it has clearly introduced bold new ideas that never existed before in Ontario off-road racing. The fact that some other race organizations continue to adopt our ideas each year is proof we are improving the sport and giving the riders what they want and we are flattered by this imitation.

By now it is commonly known WEC has been using its flawless electronic timekeeping system which we introduced in 2008 forcing others to follow suit. At this point riders accept nothing other than immediate results at race conclusion and posted immediately on our website. Who would have thought that having proper competition insurance would be something that would have to be shown as being mandatory? Racing at legal competition facilities that are in compliance by the local municipality is another "no brainer" that WEC has enforced and set the standard.

We are also proud of our many other firsts in off-road racing in Ontario:

- A consistent $100 Pro Holeshot award at every round of the series
- A consistent $100 Amateur Holeshot award at every round of the series
- Paying Pro racers at every round
- A full series of Pee Wee Cross Country Racing
- Pro racer appearance money at certain rounds
- Closed course enduro competition without the requirement of any license plate on the vehicle
- Kids only enduro competition

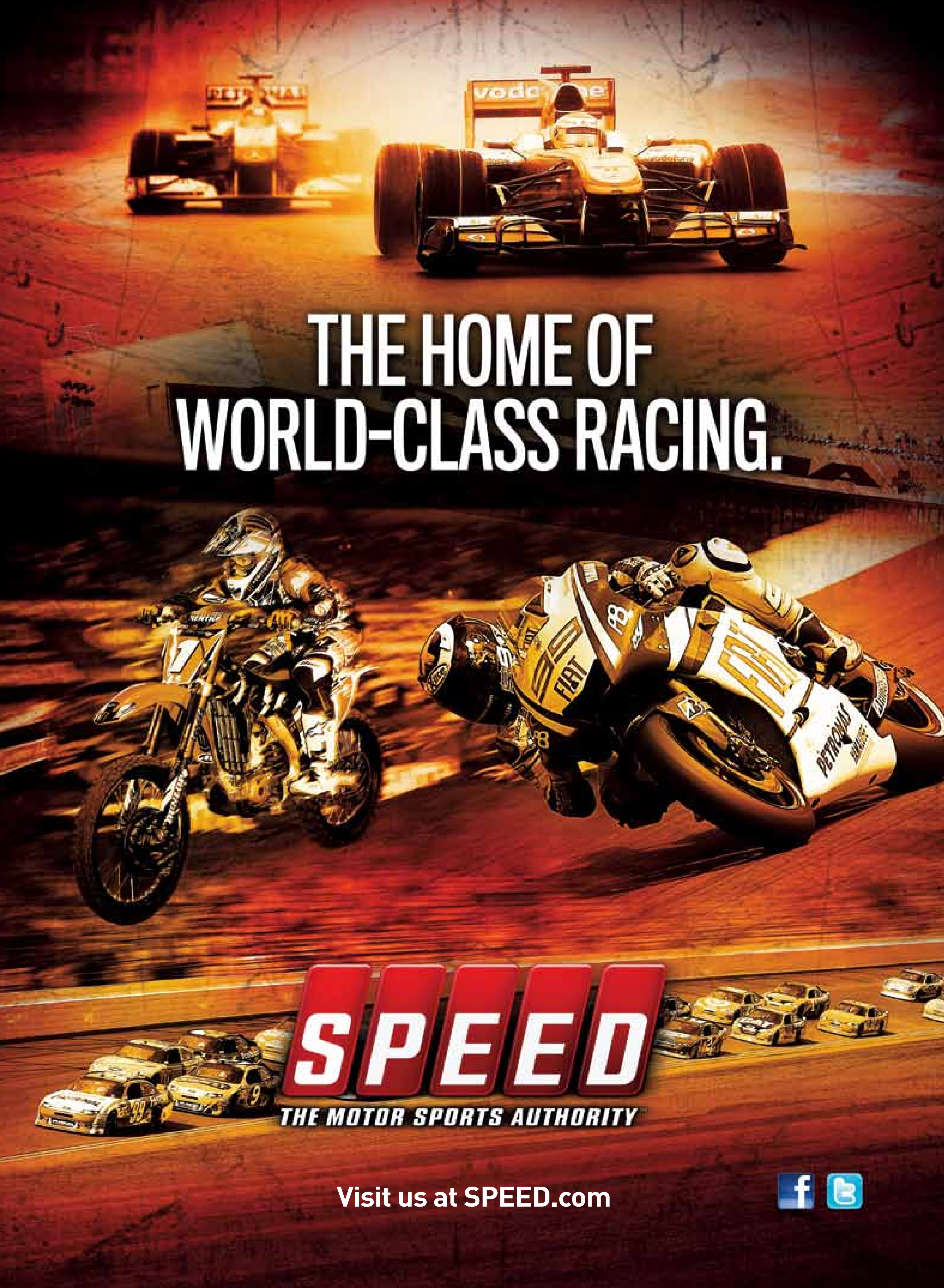
LA BELLE, QC
SEPT 10-11
PARTS
Husqvarna

Some of these changes were difficult to introduce as off-road motorcycling, in certain parts of Canada, has been stagnant for many years and some riders and organizers were very set in their ways and as such, we still have resistance to some of our ideas. Giving Pro payback was something new to off-road and some organizers were steadfast against it. We have fortunately arrived at a point where the concept has finally caught on and we are happy for that.

A day will come when people won't be racing improperly licensed and incorrectly insured motorcycles on open, public roads. Until this time we will continue to show the way as there are other options

2012 will bring another first in off-road motorcycling soon to be duplicated by others; a kids only Competition Enduro Series! Due to the massive success of our annual "Shelburne Kids Enduro" it has now morphed into a series with accumulating points toward a championship. WEC has always focused heavily on the Mini segment in off-road racing shown from the beginning with our ground breaking Pee Wee Cross Country program. This new Kids Enduro Championship continues to show our dedication to the future of the sport. Watch for more details on dates, venues and class guidelines. With Mini riders racing against a clock, it is a fantastic way to introduce motorcycle competition to these young enthusiasts in a controlled environment.

Stay tuned as we finalize our dates with facility owners. We must all respect that these valuable racing facilities have their own busy schedules and with other racing organizations. 2012 will be another great year for off-road motorcycle racing in Canada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CMRC WOMEN'S NATIONALS SET FOR 2012

The CMRC Women's Nationals will be returning for 2012 and will continue with the East/West format that was introduced in 2010. Three rounds for each respective series will be held on the Amateur Days of selected Monster Energy Motocross Nationals, which will provide more attention and focus on the women's racing. "I am very excited about the Women's Nationals this coming summer. I think a lot more girls will participate this year now that the series is on amateur days because the track won't be as rough and the pressure to perform will be much less," commented the 2011 CMRC Western Women's Champion, Denaye Giroux.

CMRC is pleased to present the Women's National Championships and trust the changes for 2012 will encourage more women competitors to participate in the growing series. "This will be the seventh year we have held the Women's Nationals and I'm very happy to continue the tradition in 2012. For the series to continue to grow, it is very important for young woman across the country to support the series, even if it is just one round. Now that the women's nationals will be held on amateur days, that will make each round even more important because the points will count for both the national and the respective regional series that takes place," stated CMRC's President, Mark Stallybrass.

2012 WOMEN'S NATIONAL SCHEDULE

WEST
Sunday, June 10 Whispering Pines Raceway, Kamloops, British Columbia
Saturday, June 16 Wild Rose MX Park, Calgary, Alberta
Saturday, June 23 Castrol Raceway, Edmonton, Alberta

EAST
Sunday, July 15 Gopher Dunes, Courtland, Ontario
Saturday, July 21 Circuit de Ste-Julie, Ste-Julie, Quebec
Saturday, August 11 Sand Del Lee, Richmond, Ontario

HUSQVARNA MOTORCYCLES

Husqvarna Motorcycles North America launch an all-out assault on 2012 Canadian Enduro Championships Montreal, March 2, 2012.- Newly-formed Team Eight – 0 - One will field three riders in the Canadian Enduro Championship and in eastern Enduro events in Canada and the Northern US with the official support of Husqvarna. The return to Canadian off-road racing by Husqvarna is an exciting piece of news for the sport. The new team will be going after victories with a mix of experienced and younger riders taking the fight to the competition. They are Philippe Chainé (21), fifteen year-old phenom Samuel Rousseau and 20+ time Quebec Champion Guy Giroux, who will also act as Team Captain.

Team arrangements were finalised at the 2012 Montreal Motorcycle SHOW, and team members picked up the bikes earlier this week and are furiously preparing for some serious practice time in Florida. The team will take part in two AMA Grand National Cross Country (GNCC) races in the coming weeks.
The team leaves for Florida Friday March 2. They will meet up with the official US-based Husqvarna GNCC and National Enduro team, to test and train with their riders. This intense boot-camp riding program with some of the best Enduro racers in the world will sharpen up our guys in preparation for Canadian races. The team, including support rider Alexandre Leblanc, will gauge its progress by racing in the first two races of the 2012 AMA GNCC season, in River Ranch (FL) and Washington (GA).

TEAM VIRAL OILS, TROY LEE DESIGNS, POWERSPORTS HONDA, GOPHER DUNES RACING WOULD LIKE TO WELCOME.....

The off-season speculation surrounding defending MX2 Canadian Champion Tyler Medaglia can officially be put to rest. Derek Schuster of Gopher Dunes Racing (GDR) with the assistance of Powersports Honda, Viral Oils, and Troy Lee Designs is thrilled to announce the signing and partnership with none other than 2-time Canadian MX2 Canadian Champion Tyler Medaglia. Tyler will be aboard the 2012 Honda CRF450R when the gate drops at the opening round of the CMRC Monster Energy Motocross Nationals this year at the Wastelands in Nanaimo, BC. "It's been a whirlwind of an off-season trying to put all the pieces in place to make this a reality…but here we are" said Schuster.

Medaglia and his Honda CRF450R practice bikes are already down at the GPF training facility in Georgia prepping for the upcoming season. "What a crazy offseason!" said Medaglia "I'm really excited about this new opportunity with GDR and I'm confident we have the right pieces in place to go after the MX1 Championship title this year." "Derek and I have been going at this hard for 4 months now and we've partnered with what I feel are the right players in the industry and we are going to debut an unbelievable race bike this spring at the Wastelands". He added "I've got a great support staff at home with Heidi and son Talon, my family and everyone at GDR, I'm going to let them look after the small details now so I can focus heavily on training and get myself mentally and physically ready to go racing..I can't wait!" Fresh off another MX2 Championship season and an abundance of speculation surrounding his plans for 2012 hasn't phased Tyler "Ya, lots of change for sure." Medaglia added " Jumping up to MX1, new team, new bike, new surroundings but it's where I want to be and I wouldn't be here if I didn't have 100% confidence in the team and our ability to go out and win the MX1 title". Tyler will be surrounded with several other familiar faces as he and Greg Brule, owner of Powersports Honda have known each other for several years and Tyler has received support from Greg in the past. The bike's suspension and motors will be developed by Joe Skidd and Andrew McLean who Tyler has worked closely with in his two years at Blackfoot Racing. Former Blackfoot Racing technician Ken Thiessen will also be joining the team for 2012 as the team's lead technician. The crew will also include Matthew Bannon who will be team coordinator.

Team Viral Oils, Troy Lee Designs, Powersports Honda, Gopher Dunes Racing is excited to announce its partners in racing for 2012: Powersports Honda, Viral Oil, Troy Lee Designs, Superior Suspension Settings, Dunlop, Leo Vince, Wiseco, Cycra, Pro Wheel, Ignition Products, Magnum Distributing, Macnab Transit, Lime Nine, Dyco Tool, Klotz fuel, D.I.D., DT-1, Mishimoto, Snap-On, Works Connection, Forma, EBC Brakes, Ogio, Label it, Ride Engineering, SDG USA, Moto Tassinari, Renthal, Matrix Concepts, Oakley, Leatt Brace, Motion Pro, 1.7 Cleaning Solutions, Mettec

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Rain
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DUBYA USA ANNOUNCES THE LAUNCH OF DUBYA CANADA

Orange, Calif. - February 13, 2012 – Dubya USA, the exclusive importer of Talon and Kite products in North America, has announced their expansion into the Canadian market with Dubya Canada. Dubya Canada will offer Canadian customers the same great products found in the Dubya USA catalog, and will ship all orders from their new warehouse in Edmonton, Alberta.

"Our Canadian customers have played a big role in the success of our business," said Dubya USA founder Kristin White Anderson. "We decided to start Dubya Canada so that we could better serve our customers in Canada, and make it easier for them to get the parts and service they want."

Dubya supplies some of the top off-road racing teams around the world, including Rockstar Yamaha Canada and Factory KTM Canada, with high performance wheelsets and braking systems from top brands like Talon, Kite, D.I.D, Excel, Galfer and Brembo. They also offer premium pre-made and custom wheelsets that are hand laced by their staff of experienced wheel builders in their shop in Orange, California.

- Dubya USA, the exclusive importer of Talon and Kite products in North America has announced their expansion into the Canadian market.
- Dubya Canada will offer its customers the same catalog of products as Dubya USA.
- All orders from Dubya Canada will ship from their new warehouse in Edmonton, Alberta.

For more information about Dubya and its products, visit www.dubyausa.com, or the new www.dubya.ca. To place an order, please contact Dubya at Sales@dubya.ca, or call them at 877-77-DUBYA. For the latest news and updates, like Dubya on facebook at www.facebook.com/dubyausa, or follow them on twitter at www.twitter.com/dubyausa.

SPENCER KNOWLES TO RACE THE YAMAHA GA CHECKPOINT YZ250F FOR 2012

For Immediate Release – Spencer Knowles will be twisting the grip on the fastest 250F in Canada for the 2012 Canadian Motocross Nationals. The New Westminster, BC native will pilot the Yamaha GA Checkpoint YZ250F in the BC spring series then line up at the Nationals when they kick off in Nanaimo on June 3. "I haven't been this excited to start a year in a long time! I've got great support from Yamaha and GA Checkpoint, AXO has taken care of me for gear and this new YZ250F is an awesome bike," relayed an excited Knowles. Although he only raced the Western half of the nationals in 2011, Knowles showed great speed with his best finish a 4th at 'The Wastelands.' "I'm really excited to work with Spencer.He is a low maintenance guy who understands what it takes to perform at the track and his role in representing the dealership," comments Gordon Aulenback, owner of GA Checkpoint. "I wouldn't want to have put this deal together with any other rider." Bryan Hudgin, Yamaha's race director, was equally impressed. "I haven't spoken much with Spencer in the past but after a few quick phone calls I knew he was our guy. I always like riders that chose Yamaha before they were top pros and I like how he wanted to race that YZ250F as soon as possible. He's hungry to win!"

Knowles will contest the remainder of the Chilliwack Arenacross events on the YZ250F before starting his outdoor program. Knowles finished with, "It's nice to have everything in place so early in the season. It's all about preparation from now until Nanaimo. I'm going to be ready so when the gate drops the #28 Yamaha is leading everyone around the first corner."

SCHEDULE CHANGES FOR THE 20TH ANNIVERSARY OF THE MONSTER ENERGY MOTOCROSS NATIONALS

Canadian Motosport Racing Corporation is proud to announce the schedule for the 20th Anniversary of the 2012 Monster Energy Motocross Nationals. The series will consist of the traditional nine rounds that will incorporate one venue change and two Saturday Nationals. CMRC would like to extend our most sincere gratitude to the Hoeppner family in Morden, Manitoba for their dedication and efforts making the national round at Shadow Valley Raceway the best possible since 2006. Their track is one of the best outdoor facilities in the country and the family has always been a pleasure with which to conduct business. Continuing with tradition established in the '90s, the 2012 series will kick off the circuit in Nanaimo, British Columbia. When the series visits Kamloops the following weekend, the first ever Canadian Pro national to be held on a Saturday will take place followed by the amateur day on Sunday. Following the "race in the city" at Wild Rose MX Park in Calgary, the western swing of the series will revisit Castrol Raceway in Edmonton, Alberta before a two week break as the series heads east.

"The toughest track in the country", Gopher Dunes in Courtland, Ontario, will also host a Saturday national complemented by an Ontario Provincial Championship round the following Sunday. A week off after the Ste-Julie stop will take place before visiting the customary trio of Riverglade, Sand Del Lee and the finale in Walton, Ontario.
CMRC and all of their national sponsors look forward to an exciting 20th Anniversary edition of the Monster Energy Motocross Nationals and wish all participants and teams success in 2012.

2012 MONSTER ENERGY MOTOCROSS NATIONALS - SERIES SCHEDULE

Sunday, June 3	**The Wastelands, Nanaimo, British Columbia**
Saturday, June 9	**Whispering Pines Raceway, Kamloops, British Columbia**
Sunday, June 17	**Wild Rose MX Park, Calgary, Alberta**
Sunday, June 24	**Castrol Raceway, Edmonton, Alberta**
Saturday, July 14	**Gopher Dunes, Courtland, Ontario**
Sunday, July 22	**Circuit de Ste-Julie, Ste-Julie, Quebec**
Sunday, August 5	**Riverglade MX Park, Moncton, New Brunswick**
Sunday, August 12	**Sand Del Lee, Richmond, Ontario**
Sunday, August 19	**Walton, Raceway, Walton, Ontario**

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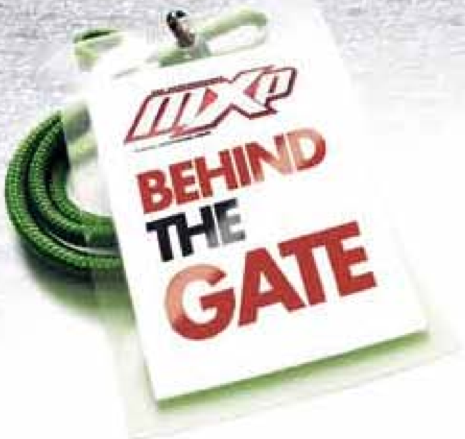

LETTER FROM JASON MITCHELL ABOUT THE NEW DIRECTION AT BLACKFOOT MOTORSPORTS

I have not been sleeping for the past 6 months. Since we retired we have basically sold everything from the team, and the building is for sale. Dean at Blackfoot Direct has absorbed most of the racing tools and equipment plus parts into Blackfoot Direct and now has an Off-Road Service Centre in the back of BFD. Guys are lining up bringing in motors, having their suspension serviced, and adding accessories to their bikes. That has been good.

Once I came back I had all this time on my hands...LOL. Been in the business for 37 years and always worked sales and marketing, other than a year running the service department. It is common knowledge that our service department had suffered over the last number of years. Jeff Mason, who has been a loyal employee for the road race and the MX team, has come over to the dealership to assist in a complete transformation of our service department.

Basically we started in the end of October and designed a complete gut of our current service department, and came up with a new plan and re-named our department, “Blackfoot Certified Service” I call it “Re-defining Powersports Service” No team can have success without a new mission statement “One team - One Plan - One Goal”.

Over the years of racing I had the opportunity to be in some really cool race shops. They were spotless with extensive cabinetry, lighting and organization. In order to put this together at our dealership we teamed up with Rousseau Storage Solutions who has done a lot of auto dealers across Canada. We first met the team from Rousseau, which is located outside of Quebec City, at one of the races a few years ago. We had discussions with them about being part of a project of building an actual full-on race facility. This did not materialize although it did for our dealership, which in the long run will prove very beneficial for our customers in providing them with a professional environment while we work on their bikes. The work benches, tool chests, storage systems and racking absolutely re-defined our service department.

CERTIFIED
16

Basically we gutted every tool, bench and part and moved it out of the department right after the bike show in Calgary. From painting the walls and doing Stonhard on the floors, a complete lighting and electrical review, upgraded exhaust fans and air make up systems, designing engine and suspension rooms, installing storage solutions for all the necessary shop supplies, installing an oil system that pumps directly to each service bay to the final install of all the Rousseau cabinets.

Besides the physical changes we also have developed a new service menu for our customers, developed new job descriptions, reviewed policies and procedures and are currently assembling a team of experienced service technicians and staff.

We wanted to bring some of the heritage of our race team into our new Certified Service Department so we hung up all our number plates from the past 12 years in MX racing, brought out a special helmet collection as well as our championship road race plate and team leathers. The department now feels a little like our old race truck so Jeff and I are at home.

We are looking forward to re-defining the level of service from our dealership as well as the industry.

Thanks
Hope all is well,
Jason Mitchell

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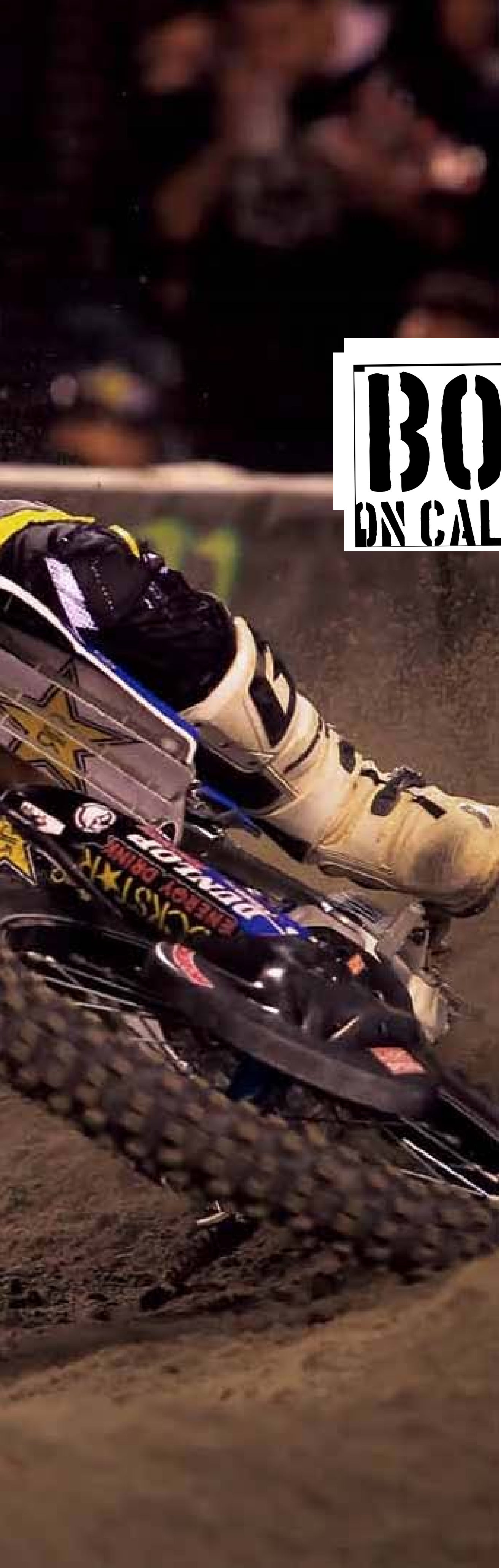

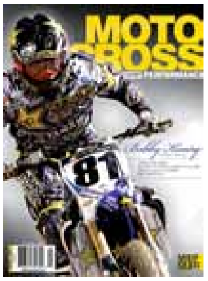

BY RYAN GAULD

PHOTOS BY RICH SHEPHERD

COVER BOY

BOBBY KINIRY

ON CALL

In today's world it's hard to find people right off the bat that you know are good guys; especially in the motocross industry. I met this kid back in 1998 at the Walton Trans Can where he won an 80cc championship. We had a mutual friend that linked us up. I was a Pro at the time and Bobby Kiniry was just a little racing star on the rise. We hung out all week. He thought I was the coolest, and I could see that this kid was going to be a man on the map in the future of this sport. I gave him a helmet that day and he slid me a jersey. "I still have that helmet Gauldy", states Kiniry. "I will never forget it. It was the coolest thing anybody has ever given me." Obviously for me that means a lot but I could never imagine that I would be watching this guy race in front of me each summer at the Canadian Nationals. It's so funny how paths cross in this sport, and I could not be more gracious to still be buds and watch Bobby race. He's truthful, serious, legit and does what he says. It shows every time you talk to him or see him race, and that's why MXP chose Bobby Kiniry to be our first cover boy of 2012.

When I called BK to tell him about the cover, here's what he said: "Dude, you serious? That's so fricken cool. These are the things that make you realize you are working hard and doing well. I really appreciate it Gauldy. Can I get a bunch of copies?" Of course I will fill his van in Toronto with mags for him and his family to cherish down the road. But the excitement I heard in his voice just makes the little things like this mean so much, right along the lines of how the sport of Motocross has meant so much to Bobby his entire life. "I would have loved to become a full time pro fisherman. I swear it's my second passion now," says Kiniry. "I just can't get enough of racing. There is no feeling in the world like lining up and racing against the best in the world. Adrenaline, butterflies, arm pump, success, failure; no matter the feeling, good or bad, this sport just holds onto you forever." This is the truth in so many cases for people that pick this sport as their passion. It's funny though, you pick this sport when you're a kid because your family gets you involved then the sport picks you. This sport picked Bobby Kiniry because he showed great speed, hard work and determination as a young racer. "When I was a kid it was just fun, ya know, just something to do," shares Kiniry. "Then I started to really do well in New York and that's when it started to become the only thing I focused on. I really didn't care about anything else other than racing and being the best."

After our first meeting in 1998, we then crossed paths again in Florida that winter while training together (well he trained, I watched…Ha!). He was an animal at 14 years old. He would pound motos like he was preparing for old Canadian days racing when you had to ride four motos a day. He would work his Team Green KX 80s. He had three or four of them at the time. It was like a revolving door of hard worked machines and motos pounded out each day. ➥

BOBBY KINIRY

"My Dad was tough on me. He was a tough, hardnosed worker his whole life and it trickled down on me. At times he was super hard on me and people would think he was crazy or was treating me badly. I've grown up to be a good racer and a good guy so I guess all of that tough love paid off," stated Bobby. I saw this first hand and at times I would be like "Wow, that's some harsh stuff right there," but as Bobby said, it has helped him become the solid racer he is today.

For anybody that knows Bobby Kiniry, you know what you get; one tough animal that gives 110% effort each time and never makes excuses. That's why Bobby Kiniry is so respected throughout the moto community whether it's in Canada, the US or overseas. He is always one of the riders to get the call first when top factory racers get hurt. Most recently, he filled in for Ryan Morais on the Star Valley Yamaha Rockstar Energy Metal Mulisha team. Not only has he filled in but he has done an admirable job considering he got right off the couch and jumped into the Supercross class. He raced in six mains, only missed one, and his best result is a 14th.

"It was so tough watching for the first few rounds from my couch. In fact, I didn't even watch the first two. Then I got the call and I was stoked. Right off the couch to Oakland I went and just twisted the throttle. It was awesome," stated a very excited Kiniry. He filled in for Ryan Morais on the bike he will be racing this summer in Canada for OTSFF Rockstar Yamaha. Most would think that this is a good thing because some people think the YZF450 is a tough bike to race. "I love this bike. Yes, at first we needed to make some changes and adjustments, but I'm growing with it and this is only going to get me a step ahead for this upcoming summer where I know I can win. I've won races before and led the championship. I feel like this change of bike brands just ignites the fire under me to come up full steam ahead. Nothing but the championship is what I will settle for." Bobby continued on sharing his appreciation for the OTSFF team. "Those guys are amazing. Stu, Mike, Andre and everyone under that tent is so chill, but they know what it takes to make me happy and deliver a good bike for me to win on. Last year was tough. We struggled all year but I still felt I could win because of how much fun I have in Canada under that team's tent."

You can just tell there is no ego with Bobby Kiniry. You know that no matter the issue, this guy is going to work through it and tough it out. This sport thrives on this type of work ethic but they are few and far between for most in this sport. Can Bobby Kiniry put it all together in 2012? "You're damn right I can, or at least I can say I will be doing everything in my power to make it happen. I know I can, my team knows I can, and now it's just up to me." No matter what happens, Bobby, MXP is stoked that your first race face we see in 2012 is on the cover. Well deserved!!!

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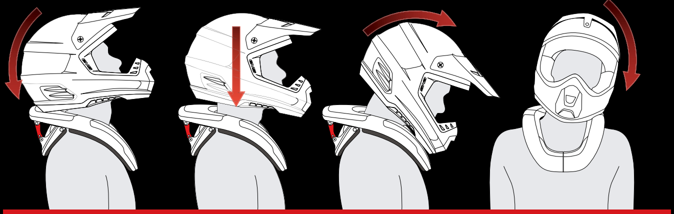

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> **THERE WAS RACING HERITAGE IN THE BLOOD OF BLACKFOOT MOTORSPORTS**
> *- JASON MITCHELL*

1
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BRAKING

PHOTO: ALAIN ASSAD

JEAN SEBASTIAN ROY

My favourite Blackfoot bike was my 2005 CR250. That baby was super trick with carbon fiber and Ti all over the place. If I compare the CRs vs the YZs, I think the Hondas were a bit easier to start and turn. It felt a bit lighter also. The Yamaha was a great outdoor bike, it would pull forever. Both bikes worked great for me, but I also had a terrific supporting cast around me to make them work even better.

I think one of the best/worst days of my racing career was in 2008, the night I won my fifth Montreal Supercross. It was also the day Blair had his crash.

I can remember some fabulous battles aboard my Blackfoot bikes, most of them against my teammates. Almost every race against Dusty in 2006 was memorable, specifically Ste. Julie, Morden and Walton. Also, the entire 2001 and 2002 season against Blair, but for sure the Jolliette race, Regina, and in Calgary. I remember some great battles with Darcy in 2002, especially at the Cooke's track in Truro, NS and Nanaimo. Damon (Huffman) used to give me a hard time. I remember battling hard with him in Calgary, Manitoba, and Moncton, plus who could forget going toe to toe with Carpenter at Gopher Dunes and Sand Del Lee in 2007. If only I didn't get the FLAT! I am looking forward some day to sit back as an old man and watch all of my races over the years. It was quite a run.

PHOTO: CLAYTON RACICOT

COLT FACCIOTTI

My favourite Blackfoot bike was my 2008 YZ450F. It was just so different from what I was used to, which I think was just the kind of change I needed to jumpstart my career.

My most memorable day as a Blackfoot rider was Walton in 2008, the day I won my first MX1 Championship. I worked so hard that year and to have it finally pay off was amazing.

The thing I liked most about being on Blackfoot was my mechanic, Jeff Mason. He was always there to help me, like changing parts on the bike twenty times because I was so indecisive. He worked so hard, I'll definitely miss him and what he did for me.

My favourite race on a Blackfoot bike was the last one, the Southwick AMA National. I had my full on race bike and it felt great. In the first moto I pulled a decent start, made a few passes and even with a couple of problems, I ended up 5th. I was super pumped. The second moto didn't go so well. It ended with a DNF, so it was a bitter-sweet day for my last ride on a Blackfoot bike.

Blackfoot Motosports

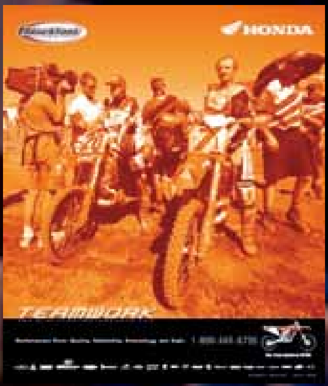
33 RIDERS ///// 1 TEAM ///// 1 DYNASTY

BY MARC TRAVERS

I used to sit in Gauldy's chair from 2003 to 2007, the Illustrious "Editor in Chief". During that time, MXP amassed an incredible library of photos from some of the best MX photographers in the world: Pinkman, Nelles, Smith. Well it just so happens, I still have all of those discs so I started to take a look back at a ton of the great images and realized that the Blackfoot rider list was incredibly long. From 1999 to 2011, they had over 30 riders in their stable. Although only a small number of racers were destined to win Championships, the list of rider names is like reading a who's who list of MX. So, come with us on this Blackfoot Rider retrospective, a journey that will take you back, make you think, and hopefully bring back some cool memories. I know we may have missed one or two, and if we did, please let us know. We will put a note and a pic in the next issue. Special thanks to Jason Mitchell and Dean Thompson for all of their hard work to get this together ➥

> **BLAIR HAD AN UNBELIEVABLE FEEL FOR MINUTE CHANGES ON A MOTORCYCLE. JSR WAS THE SAME**
>
> *- ANDREW MCLEAN*

PHOTO: BLACKFOOT ARCHIVE


Blackfoot
HONDA
TEAMWORK

HONDA
The Red Riders

RESPECT

BLAIR MORGAN

My favourite Blackfoot bike I ever rode was my 2002 CR250.
I loved both the YZFs and the CRFs, each would do something better than the other. In the end I think the CRFs suited me better.

My most memorable races on a Blackfoot bike were in 2001 at the US Open when I won, of course. I had first pick on the gate, which helped me a lot. Loads of big named guys I beat! A few big named industry people came and said hi after, plus the famous 2002 race in Joliette.

I was always honoured to ride the MXDN. Even though it wasn't a true MXDN in 2002, battling with Ernesto Fonseca at Glen Helen was great. 2004 Lierop was my best finish. 2006 in England was awesome too. Had some bad luck but had the best seat in the house to watch Everts and Stewart battle.

PHOTO: MATTIAS SCWHARTZ

ANDREW MCLEAN - MAKING THE BLACKFOOT BIKES GO FAST!

Both the CRs and the YZs were really good bikes and well made. I think everyone agrees nothing sounds better than a finely tuned 2-stroke!

My 250F engines were far more modified than 450F engines. With a 250 it is a balancing act between horsepower and reliability, and a 450 the balance is between horsepower and ride-ability. ↪

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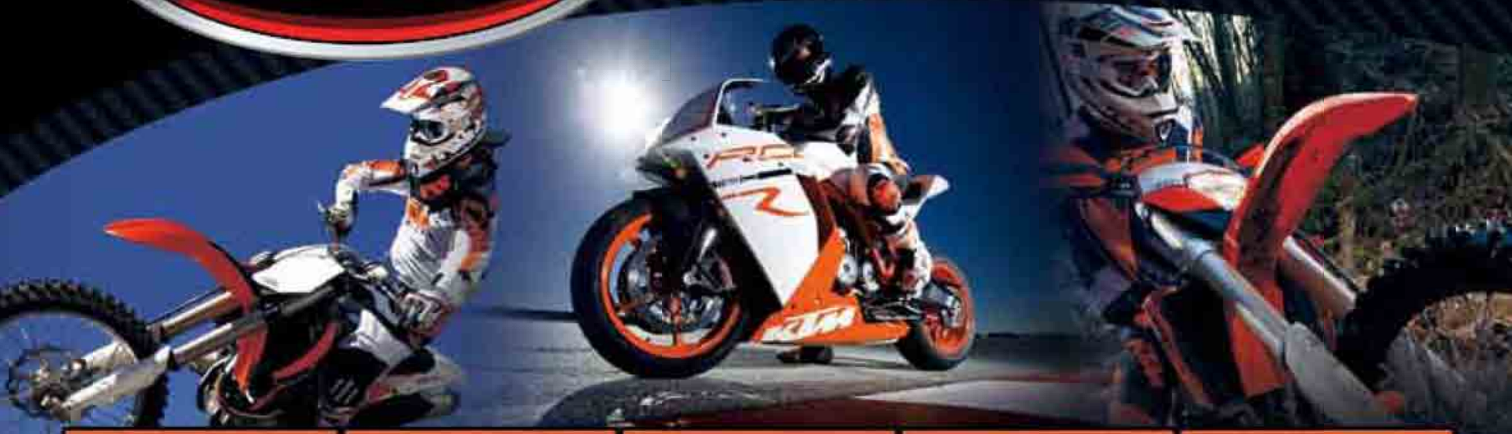

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> **“WHEN DUSTY TURNED IT ON, I BELIEVE HE COULD BE THE FASTEST GUY ON THE TRACK… I LOVED WATCHING HIM RIDE** - *JASON MITCHELL*

PHOTO: DAVID PINKMAN

PHOTO: STACY SMITH

DUSTY KLATT

I loved all of my Blackfoot bikes, but my 2005 CRF250 was so light and fast. I could bounce that bike off anything and it would not even give me a reaction. Of course there was my 2006 CRF450. The power delivery I remember was just right; perfect in every gear and the right amount of pull. Joe always had my suspension dialed. The Hondas always felt so small, I think that’s why you saw so much of my BMX riding come out on that bike.

My first 125 West Championship was such a great feeling and very emotional, but the 2006 250 title was such a battle right to the end; it will always be there for me. I will always remember the 2004 Des Nations. Such a cool experience to go over there with JSR and Blair. The travel, the people, the honour, what an experience. I think that was Canads’s best finish to date.

My greatest day on a Blackfoot bike was 2005 at the Wastelands when I caught and passed JSR fair and square, plus winning both 125 West motos on top of that. That race day had a different feeling to it than any others.

PHOTO: MXP ARCHIVES

PHOTO: MARC LANDRY

TYLER MEDAGLIA

I loved my Blackfoot Yamaha YZ250F. I used the same bike for both championship seasons. We used the first year to get it right and didn't change a thing for 2011. I had a lot of great memories on my Blackfoot bike. Of course winning our first MX2 Championship was one, but I think Walton this year will always be my favourite. The birth of my son Talon, going 1-1 in the mud against Darren Durham, seeing +80 on the pit board at the end of the last moto, and being presented the number 1 plate in the middle of a tornado. Who could forget that?

The greatest thing about being a Blackfoot rider was showing up to the track on race day knowing that everyone and EVERYTHING was 100% prepared. I always loved riding for them, but they were tough to negotiate with around contract time.

JIMMY NELSON

PHOTO: VIRGIL KNAPP

RANDY VALADE

PHOTO: SHAWNA NELLES

BLACKFOOT CHAMPIONS:

250/MX 1 NATIONAL CHAMPIONSHIPS:
2001-2005: JEAN SEBASTIEN ROY
2006, 2010: DUSTY KLATT
2008-09, 2011: COLTON FACCIOTTI

MX2 NATIONAL CHAMPIONSHIPS
2010-11: TYLER MEDAGLIA

125/MX2 WEST CHAMPIONSHIP
2000: SEAN HAMBLIN
2004-05: DUSTY KLATT
2006-07: JIMMY NELSON

125 EAST CHAMPIONSHIP
2003: RANDY VALADE

US OPEN 4-STROKE CHAMPIONSHIP
2001: BLAIR MORGAN

> **WATCHING COLT ALWAYS REMINDED ME OF DAMON HUFFMAN DUE TO HIS HEIGHT AND HOW PRECISE THEY BOTH ARE AND WERE ON THE TRACK** - *JASON MITCHELL*

DAMON HUFFMAN >

For the first two years it was a bit weird coming off the four-stroke for SX to the CR250, but the bike was trick. In my final year I rode the CRF450. It was super light and a lot of fun.

I had some great races with Blackfoot, most of the good battles were with JSR, although I do remember going at it with Dowd at Gopher. The best race was for sure my first win in 2003 at Calgary, then winning in the 2nd moto in Regina with a late moto pass on JSR.

The thing I liked about the Blackfoot team was first how much fun everybody was, but when it was time to get down to business, they were there to win. Structured and organized, that was Blackfoot.

PHOTO: DAVID PINKMAN

CHARACTER PLAYERS

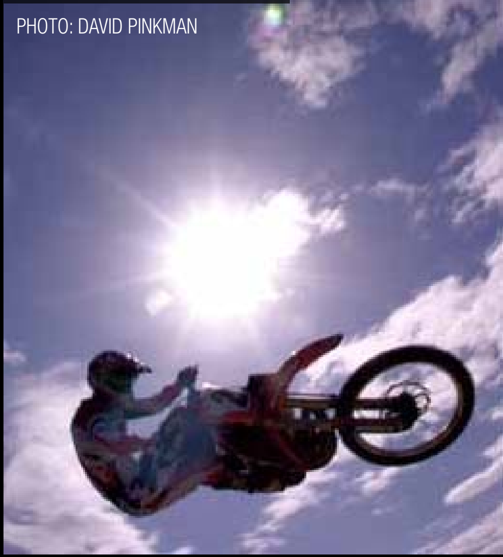
PHOTO: DAVID PINKMAN

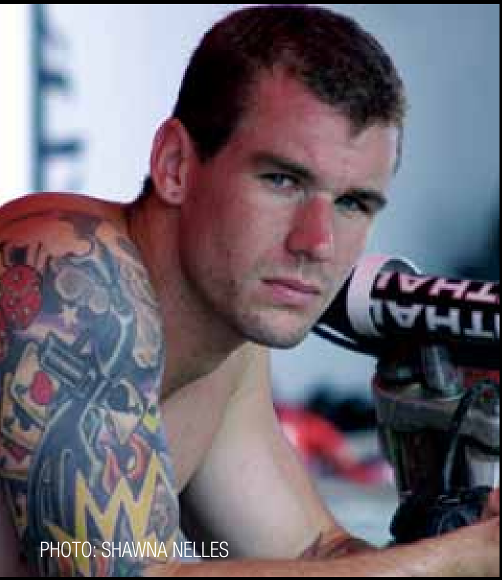
PHOTO: SHAWNA NELLES

PHOTO: SHAWNA NELLES

< MITCH COOKE

For sure, my greatest Blackfoot memory was testing for a week in California at the Castillo ranch. I always wanted to be on a 450, but my CRF250 race bike was amazing, super fast! My favourite and greatest race on a Blackfoot bike was my overall in Riverglade. What an emotional weekend. In hindsight, I wish I had been a little more focused with my Blackfoot opportunity, but hindsight is 20/20!

KYLE BEATON >

My Blackfoot YZ250F was REALLY good. It handled and cornered amazingly. By the second year, the motor was as fast as it possibly could have been.

For sure winning the Montreal SX is my Blackfoot highlight, how could it not be? I was also proud of winning the CDN AX Championship as well.

PHOTO: MXP ARCHIVES

PHOTO: BLACKFOOT ARCHIVES

^ JOE SKIDD: BLACKFOOT'S MR. SMOOTH!

Trust is huge for the rider; trusting a good technician who will see issues before the rider even notices. The best feedback comes from the riders gut/butt. Suspension speak isn't a language that is taught anywhere before you get to a top Pro level, so the words really vary based on what the rider is trying to improve.

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> **WHEN I JOINED THE BLACKFOOT TEAM, I FELT LIKE I HAD MADE IT FOR THE FIRST TIME. THEY WIN RACES AND THEY CHOSE ME TO WIN FOR THEM. IT WAS A PRETTY COOL FEELING** *- DERRICK FISHER*

BRYAN HUDGIN - YAMAHA CANADA

Yamaha was always impressed with Blackfoot's ambition and initiative. We had a great run, seven championships for Yamaha, and we really appreciated it. And I'm not just paying lip service there. One thing the Blackfoot guys mentioned to me is they always liked how Yamaha staff was actual MX enthusiasts and could be seen out at the track. There aren't too many teams that can go out on top and Blackfoot has really cemented themselves as the greatest Canadian Motocross Team of all time. My Yamaha hat is off to them for a job well done.

BLACKFOOT RIDERS 1999-2011

Colton Facciotti: 2008-11
Dusty Klatt: 2004-06, 2009-11
Tyler Medaglia: 2010-11
Kyle Beaton: 2010-11
Aron Harvey: 2008-09
Blair Morgan: 2000-02, 2005-08
JSR: 2001-2008
Nick Evennou: 2007
Jimmy Nelson: 2006-2008
Donnie McGourty: 2005
Mitch Cooke: 2005-06
Chad Charbonneau: 2005
Paul Perebijinos: 2004
Shane Lusk: 2004
Ryan Morias: 2004
Derrick Fisher: 2004
Matt Barnes: 2004
Turbo Reif: 2004
Randy Valade: 2003
Jeff Yentzer: 2003
Tiger Lacey: 2003
Chris Wheeler: 2003
Damon Huffman: 2003-05
Heath Voss: 2002
Jeremy Israel: 2002
Mike Craig: 2001
Jason Thomas: 2000
Doug Dehaan: 2000-01
Sean Hamblin: 2000
Lance Rickard: 2000
Bart Stephenson: 2000
Lane Oslanski: 1999, 2000
Marty Madsen: 1999

DERRICK FISHER

PHOTO: DAVID PINKMAN

AARON HARVEY

PHOTO: VIRGIL KNAPP

MIKE CRAIG

PHOTO: BLACKFOOT ARCHIVES

DONNIE MCGOURTY

PHOTO: LEN SYLVESTER

RYAN MORIAS

PHOTO: DAVID PINKMAN

CHRIS WHEELER

PHOTO: DAVID PINKMAN

THE ROSTER PLAYERS

MATT BARNES

PHOTO: DAVID PINKMAN

TURBO REIF

PHOTO: DAVID PINKMAN

SHANE LUSK

PHOTO: SHAWNA NELLES

JEFF YENTZER

PHOTO: JAN SWINKLES

DOUG DEHAAN

PHOTO: BLACKFOOT ARCHIVES

JEREMY ISRAEL

PHOTO: BLACKFOOT ARCHIVES

PAUL PEREBIJINOS

PHOTO: DAVID PINKMAN

CHAD CHARBONNEAU

PHOTO: ALAIN ASSAD

NICK EVENNOU

PHOTO: BLACKFOOT ARCHIVES

> **GETTING TO RIDE FOR YOUR COUNTRY IN THE BIGGEST MX RACE IN THE WORLD WAS A GREAT FEELING, ESPECIALLY IN EUROPE** - *BLAIR MORGAN*

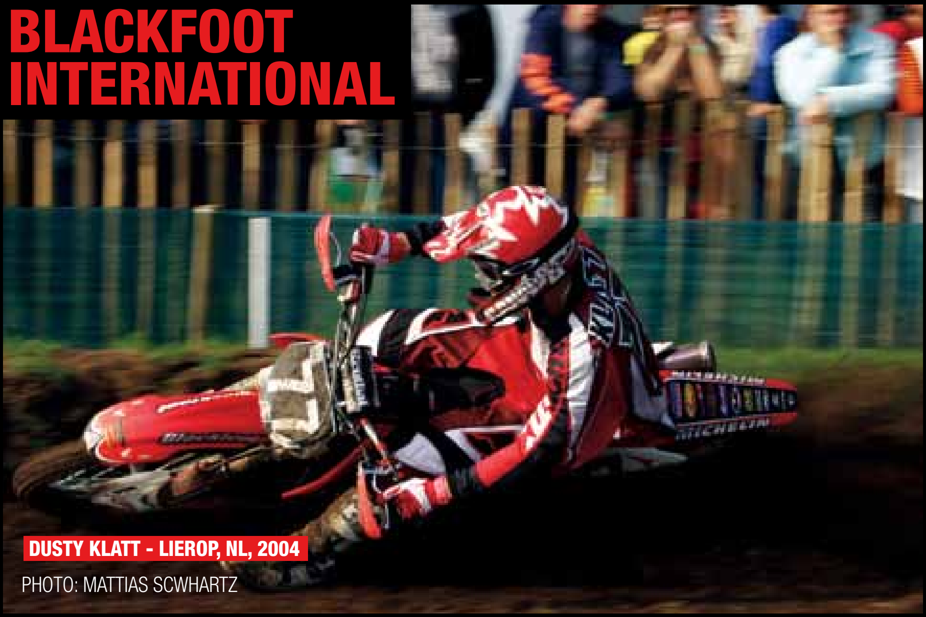
BLACKFOOT INTERNATIONAL

JASON MITCHELL
THE EXECUTIVE PRODUCER

The early years were truly an epic, magical time for our team. Everyone was just so focused on winning and moving forward. Winning with Hamblin was pure luck. Our bike was average to say the least, suspension adequate however Hamblin had a point to prove.

I can't forget about Ross (Pederson) being with us in '99. I was like a sponge soaking up his knowledge.
In 2004 we really wanted to make a run for both east and west titles and our team was very strong by then. Dusty literally dusted the competition during the tryouts and our relationship moved forward, both on and off the track.

As we started to win, the budgets got easier to work with. We had a formula that worked and that was the bottom line. When the budgets got tight, we never cut back on training, testing or equipment. A lot of teams and manufacturers wanted to beat us bad and for sure there was some money spent to try and take the #1 plates away from us.



DUSTY KLATT - LIEROP, NL, 2004

PHOTO: MATTIAS SCWHARTZ

COLT FACCIOTTI - BUDD'S CREEK, 2007

PHOTO: VIRGIL KNAPP

BLAIR MORGAN - GLEN HELEN, 2002

PHOTO: DAVID PINKMAN

JSR - UNADILLA, 2003

PHOTO: SHAWNA NELLES

HEATH VOSS - NEW ORLEANS, 2002

PHOTO: STEVE BRUHN

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PARTS CANADA

JOSH DEMUTH RETIRES

ALL GOOD THINGS MUST COME TO AN END

By Ryan Gauld
Photos supplied by the Demuth Family, James Lissimore and MXP Staff

Once again 'The Sherriff', Josh Demuth, is the Arenacross Champion." I have heard that from long time AX announcer Tim Cotter a few times. The name Josh Demuth is among the greatest of all-time inside small arenas throughout the USA. Riders like Jimmy Gaddis, Buddy Attunez, Mike Jones, Denny Stephenson, Cliff Palmer, Darcy Lange and many more have gone through the ranks of AMA Arenacross to reach stardom. Josh Demuth is, and now that he is retired, "was" a name that popped off the screen when bench racing about "the fishbowl of motocross". "At some point I knew it had to end," shared Josh. "It was just time this past winter to shut down the serious side of my racing and focus on my family and the future." When those words were heard throughout the industry it was like we lost a soldier - one that accumulated medal after medal for his efforts and amazing skill. The serious racing world will feel the loss, but the local tracks and young stars that get to hear the wisdom and experience that Josh will share at riding schools will last those people a lifetime.

"AT SOME POINT I KNEW IT HAD TO END," SHARED JOSH. "IT WAS JUST TIME THIS PAST WINTER TO SHUT DOWN THE SERIOUS SIDE OF MY RACING AND FOCUS ON MY FAMILY AND THE FUTURE.

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"I TURNED PRO WHEN I WAS LIKE 13 AND I WOULD JUST CHASE THE RACES THAT HAD GOOD CONTINGENCY. THAT'S WHEN THE MANUFACTURERS STARTED TO PAY SO WE JUST FOLLOWED THAT TREND FOR A WHILE TO MAKE SOME EXTRA CASH. MY BEST AMATEUR RACE AT LORETTA'S WAS IN 1994. I GOT 4TH BEHIND SHAWN PEROLIO, SHAE BENTLEY, AND CHARLIE BOGARD."

"I've had a great career. I won tons, I broke tons, I've cried, I've laughed, I've pretty much done it all and I have to say that I'm satisfied," said a very humbling Demuth. For any racer, the ultimate dream is to win a championship at the Pro level. Josh Demuth did that four times against the best there ever was. As a kid, you never dream about the end, you only dream about the future. You never see yourself quitting, you think it will last forever. "It was a tough decision for me, for sure, but I just wasn't having fun on the weekends anymore. You as well as I know that when it's not fun it's time to make adjustments and this time I felt it was the last adjustment. It was time for me to step down and move forward with my life," stated Demuth while driving to work on a Wednesday morning.

Josh was born March 3rd, 1979 and was raised in Ohio. He started just like any kid into racing. His Dad bought him a PW 50 in 1982 and the story wrote itself after that. "Ya dude, I still have that bike. My Dad and I fully restored it and I tell ya, just looking at that thing brings a tear to my eye. You hate getting older but man it's good to look back on those days when you didn't have a care in the world." Josh continued to talk about how his Dad was the one that got him into racing. "My Dad raced Cross Country stuff and that was cool but for me they didn't have a little bike class so that's how I moved into motocross instead of becoming an off-road dude." Josh's first race was when he was 7 years-old. Most would think because of his nickname "Sheriff" that Josh was born and raised in Texas. "People always assumed that because I have lived the majority of my life in Texas I was born there.

>>

JOSH DEMUTH RETIRES

ALL GOOD THINGS MUST COME TO AN END

I started in Ohio, then when I was about 9 we moved to Maryland and I raced there until I was a freshman in high school. Then we went back to Ohio for about four years, then after high school we moved to Texas. I've been here ever since." Once they found a spot for Josh to ride all year long they stuck with it. Josh's amateur career was nothing to brag about, he was just another kid that became passionate about the sport. Little did he know that passion would turn into a career filled with amazing memories. "I turned Pro when I was like 13 and I would just chase the races that had good contingency. That's when the manufacturers started to pay so we just followed that trend for a while to make some extra cash. My best amateur race at Loretta's was in 1994. I got 4th behind Shawn Perolio, Shae Bentley, and Charlie Bogard." After that, Josh turned Pro and mostly stuck to local racing. In 1996, he made his way into the SX ranks as a 16 year-old kid. He managed to make 5 out of 6 attempts in his first year. "1998 was a good year for me. I grabbed a Team Green ride and scored multiple top tens in outdoors and Supercross. That's when the Excel Yamaha team offered me a ride in 1999 when I earned national #32."

My first memory was in 1999 when I saw this blonde haired kid that ripped on a YZ 125. Josh was one of those kids that didn't flow with the corporate vibe of clean cut kids. "Ya, I love tattoos, and I like being myself. If you look at me you may think I'm some bad ass dude and tough to talk to. One of those sayings "Don't judge a book by its cover" should be the motto when approaching me. ➥

> **"I'VE HAD A GREAT CAREER. I WON TONS, I BROKE TONS, I'VE CRIED, I'VE LAUGHED, I'VE PRETTY MUCH DONE IT ALL AND I HAVE TO SAY THAT I'M SATISFIED, SAID A VERY HUMBLING DEMUTH.**

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JOSH DEMUTH RETIRES

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I'm a good dude that is easy going and can get the job done when necessary. If you love to ride and you can win races, I don't think it matters what you look like. I'm just about having a good time. Having the career that I did was just a bonus. I just enjoyed going to the races and having fun with my friends."

In 2000, Josh rode with our Canadian AX hero, Darcy Lange, on the Carlton Kawasaki team and finished 4th in the series. Then in 2001, he moved over to Shogun Yamaha and found a home for many years. "2000 was good. Then in 2001 I switched to Shogun. It was funny, Shogun was made up of two investors and they decided to have a team. It worked out well for me." This is where Josh Demuth became the icon of Arenacross he is today. "Before I went to Shogun, I was a little ragged, for sure. The girls and the parties were taking over and I was struggling to get solid finishes. I did well enough to keep going but I wasn't reaching my potential. I met my wife, Holly, at the time and we had a baby on the way. That seemed to calm me down and focus. That's where the run with Shogun began and it was awesome, I tell ya. Jack Yost was my mechanic and he really helped me so much. Along with my wife and my little one, Sutton, they helped me buckle down. It gave me something to work for." Over the next three years Josh was the dominant man in the series. Countless victories led to two championships in a row. In 2002, he raced against his childhood hero, Damon Bradshaw. "Man, I tell you what. That guy was a competitor. I was really nervous racing him because of how I looked up to him. The very first night I dominated and then I knew I could beat that guy. We had some epic races that year. Unfortunately, he got hurt, but it was amazing being able to line up against the "Beast from the East". That was such a great year" ➥

> **BEFORE I WENT TO SHOGUN, I WAS A LITTLE RAGGED, FOR SURE. THE GIRLS AND THE PARTIES WERE TAKING OVER AND I WAS STRUGGLING TO GET SOLID FINISHES. I DID WELL ENOUGH TO KEEP GOING BUT I WASN'T REACHING MY POTENTIAL.**

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JOSH DEMUTH RETIRES

ALL GOOD THINGS MUST COME TO AN END

“I LOVE CANADA. THE SERIES, THE FANS, GUYS LIKE YOU REALLY MAKE THAT SERIES A LOT OF FUN. IT’S NOT SO SERIOUS AND THAT’S WHERE I CAN REALLY SHINE.”

“

NOW IT’S TIME FOR ME TO BE LIKE MY PARENTS WERE AND SPEND TIME WITH THE ONES I LOVE. NOW I CAN HELP MY KIDS GROW IN WHATEVER PASSION THEY CHOOSE IN THEIR LIVES.

The next year, 2003, would mark another title for Josh. In 2004, Josh was leading the series again and in control to take his third straight championship, but disaster struck when he badly broke both legs. Doctors told Josh that he was done, and at the same time his personal life was all over the place. Then in 2005 he crashed and broke both arms. “I was just over it after that crash. Two tough seasons with bad injuries, my personal life was a mess, and I was starting to get back to the old Demuth ways. Then I got a call from BooKoo Honda in 2007 and it all took a turn for the better. Vuillemin quit and they gave me a chance.” Lots of ups and downs for Josh but opportunities always seemed to present themselves. It was like this sport just couldn’t get enough of Josh. “It was a good year with BooKoo and then the team folded. That’s when Carey Hart gave me a shot and I nearly won the 100 grand in Vegas, I missed it by one point. Then I dislocated my wrist practicing for SX. It’s a shame that didn’t work out. I had that injury and some family issues that I needed to deal with. Family always comes first with me so I decided to stay home to ride the BooKoo AX Series for Babbits Kawasaki. That was a good year. I won the title and made some good cash, but the AMA doesn’t recognize that title. Politics I guess.” Once again, Josh Demuth was back winning races and being happy on top of the Arenacross world, but injuries always seemed to happen when the going was good. He dealt with it and always bounced back stronger. 2010 saw Josh claim his fourth Arenacross title to put his name in the record books yet again. That was when we saw Josh come to Canada with Monster Energy Cernics Kawasaki. “I love Canada. The series, the fans, guys like you really make that series a lot of fun. It’s not so serious and that’s where I can really shine.”

So now here we are; Josh Demuth has decided to retire. He has left a legacy in the AX world that some will never reach. “I could just train and race the way I needed to get the job done. I had a good job lined up and it just seemed like the right time. You know this is all I’ve done since I was 4 years-old. I can’t tell you how many days I wondered what I was going to do. This sport brought me back so many times and gave me so many amazing moments. On the other end, it has taken away from me spending time with my kids. I feel like I’ve missed a lot of that and I wanted to get that right. My racing has come to an end, but by no means will I stop riding or following the sport that has given me so much. For the longest time I was racing for my kids to take care of them. Now it’s time for me to be like my parents were and spend time with the ones I love. Now I can help my kids grow in whatever passion they choose in their lives.” Well Josh, you will be missed but never forgotten. Good luck in the future and for Sutton, Brody and Devin, those kids have one great Dad who is a hero to so many motocross fans.

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CANADA

THE DENNIS JAMES STORY

By Brian Koster
Photos supplied by Dennis James

Dennis James is a name that any old school Canadian motocrosser will know and revere. He raced hard against some of the elite legends of Canadian motocross and had a natural ability and flow on the bike that separated him from many of his piers. Dennis raced in an era that one might consider the glory days of MX in Canada, an era when Canada had bonafide factory teams, and each of them was hungry for immediate success. It was an era where machine development was changing drastically from year to year, an era where the Japanese manufacturers were starting to pull well ahead of their rival European counterparts who were, up until that time, the status quo. It was an exciting time to be involved in the sport and a time when rider participation and spectator turn out, even for a local race, was at an all time high.

For younger readers or new people to the sport, Dennis James may mean something to you as he has been basically the top dog at Fox Canada for a great number of years. His story is one like many great racers both new and old, surrounded by ultra high moments, and as luck would have it ultra low moments too. It seems motocross is a sport that no matter what it throws at us we always keep coming back for more. It is a sport that, as they say, is in your blood. Here are some highlights of Dennis James the man, the racer and the business leader.

BK: Dennis how did you first get involved with dirt bikes?
DJ: It's funny, it all started when I was a quiet, shy little kid about 12 or 13 years old and riding a dirt bike was something I could do all by myself, no one really bugged me. I didn't really want to talk to people so I went and did that. At about the same time my Dad got really aggressive about wanting me to play golf but I didn't want to play golf, so that also gave me an excuse to ride my dirt bike. Back then I could ride right out of our driveway and on to the trails. After a couple of years I was riding with all my buddies and we would have little play races. Back then there weren't even Japanese motocross bikes. If you wanted a motocross bike it had to be a Husqvarna, a CZ or whatever, and I was riding little Yamaha 90s where you had to take the headlight off and stuff. I was this 125 pound kid and a lot faster than all my friends who were riding 250 CZs. I had running shoes and no peak on my helmet; it got to a point where people from all around town would come and watch me ride. Right about that time, '73-'74, Honda came out with the Elsinore. I worked all summer and saved up my $860.00 and instantly became a super hero. Those bikes were so amazing that everybody had one. By '75 the racing was going through the roof. It was normal for the 125 Junior class to have over 120 riders and four qualifiers just to make the 40 rider 10-15 minute final, which was a total freak show!

BK: I remember Dennis because my older brother raced against you then. I think it was so huge and so popular back then because there were no video games, VCRs or movies to rent. Entertainment was limited so people flocked to the racetrack, even spectators for something to do to catch some of the excitement.
DJ: Yeah for sure, I remember racing around here at a Molson sponsored local race and it was like a GP. All these amazing tracks and back then all the factories in Canada had real factory bikes and factory teams. Even as a Junior or Intermediate rider you felt like you were a part of a really big show. You would ride the exact same track as all these hired European riders and you just wanted to get to that level. It really felt like you were on to something. ➥

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I STILL LIKE DIRT BIKES AND WILL BE RIDING THEM FOR MY WHOLE LIFE TO SOME EXTENT."

THE DENNIS JAMES STORY

BK: How about parental support getting to the track?
DJ: Well, I did work to buy my first bike. I got paid a $1.75 per hour at the factory my Dad managed and didn't get my driver's licence until I was nineteen so my Mom mostly took me because my Dad was a golfer and it cut into his weekends. Later I would tag along with friends with four or five bikes in a van. We were all broke so one or two of us would hide in the back and sneak in the gate…not that I condone that…but back then two or three dollars was a lot of money. I remember my local shop laughed at me because I did the entire first season of 125 Junior on one piston, one set of handlebars, and one rear tire. When I bent the shock I remember straightening it in my basement. People still bug me about being frugal today but I learned to ride smooth and gentle on my bike because parts were expensive. It was 1974 and Allan Jagard, who is still around today, was the fast guy back then, but after a few races I was a top three guy and it was a big deal to even make the main with so many entrants.

BK: How was the progression to Pro?
DJ: In 1975 I bought a new Yamaha, the first year the mono shocks came out, and I didn't like that bike at all. I had some of my worst, brutal crashes of my life on that bike and I almost quit racing that year. No broken bones but I was always in agony and so terrified to ride that bike. Then halfway through the year I got the Honda Elsinore with the orange stripe on the tank and did a bit better, but that first year of Intermediate wasn't a great year. For the second year I got a Suzuki RM 125 and won most of the Ontario Intermediate races, and my Dad and the whole family packed up and took me across the country for the National Championship. I got a close second behind a guy from Quebec on a Can-Am named Dan Lurtz or something like that. It was an interesting year.

BK: But then you had to move up to Expert (Pro today).
DJ: Yeah, that year I got a new 1977 RM 125, which was a great bike and I did very well on that bike, regularly finishing top three in Ontario. I took that same bike to the first ever Supercross in Montreal. Back then you could ride any size bike you wanted. I finished 13th overall and 3rd Canadian in the final on a bone stock bike. I took that same bike and rode the World GP at Mosport, finished 10th in the first moto and was running a strong 8th in the second moto before I broke a chain. It was so hot and the track was so rough that day; all the best guys in the world were there. Then I took that same bike to Thunder Bay and won a National. That was a great bike. I had a lot of great rides on it and I did better than I thought I would as a first year Expert. In 1978, I tried to ride that bike again but it was so frapped out and it wasn't a great year. I ended up buying a CR 250 halfway through the year and did okay on that. 1979 was the year Kawasaki helped me out and I did very well on those bikes. At the Montreal SX, I finished 5th and top Canadian and won a National moto here and there, usually finishing as a top 5 guy overall, plus I won a bunch of races in Ontario. At Montreal, Bill McLean was the next Canadian in 10th. Honda USA was there with their whole team consisting of Marty Tripes, Warren Reid, Steve Wise and Jimmy Ellis. I remember Jimmy Ellis was just a few seconds ahead of me; I was on the lead lap at the finish and was not lapped by Marty Tripes who won the race. In the qualifier, I remember dicing with Donnie Hansen and David Bailey who went on to be good riders, so that was a great race for me, probably the best of my career. After that race I won a National at St. Gabriel de Brandon, which was probably the best track in Canada and a track I watched the great Europeans ride a few years earlier at the 250 GP. It was so fast, went all up and down, and had all these spectator bridges over the track. You would just go roaring off these huge, fast jumps. It was amazing.

BK: That track was spectacular and the spectators got right up beside the track in those days.
DJ: Yeah, they were right up against the banners and they could hang their toes right over onto the track. I don't remember a ton of incidents but I do remember one at Ste. Julie in practice. This guy with a Styrofoam cooler was crossing the track, looking the wrong way and I blew right through his cooler! He was okay but his cooler wasn't.

BK: After that you had to battle some of the best Canadians of the day who are legends of the sport today.
DJ: Yeah, in '81, there were a lot of sponsorship dollars and Ross Pederson was just coming on. In Ontario it was Mike Harnden and I as teammates on liquid cooled Yamahas, and we were always up there. A young Doug Hoover was just getting really good. At the Nationals there were a lot of fast guys from out west and Quebec, but with Ross, I hate to say it, we were all pretty much just racing for second. He was on an underpowered, air cooled Kawasaki and we could beat him here or there in the odd National moto, but it was great to be a part of the start of his legacy. I finished '81 in 4th on the 125, just one broken chain away from 2nd. I got a great sponsorship deal from Honda in 1982, 4 or 5 bikes, any parts I needed, some travel money and great contingency money. I spun out in the first moto of the very first race of '82 at Moto Park on my 125, and as I picked up my bike a rider hit me and I tore my left ACL. I struggled the rest of the season with the knee. After many weeks missed from pain and instability I quit riding for a year. The business was growing fast and I got married in '82 as well; I never really got up to full speed after that.

“1979 WAS THE YEAR KAWASAKI HELPED ME OUT AND I DID VERY WELL ON THOSE BIKES.”

TRIC
YAMAHA
YAMAHA
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250

“IN ONTARIO IT WAS MIKE HARNDEN AND I AS TEAMMATES ON LIQUID COOLED YAMAHAS, AND WE WERE ALWAYS UP THERE.”

BK: How did it all start with Fox?

DJ: I’m the oldest of three boys and we all rode dirt bikes. My Dad is an entrepreneurial guy and he realized no one was selling the ultra trick Fox Shox in Canada back then. We all had this great love and interest for motocross and thought that it would be great if we could do something in that industry. Back then the sport was in a massive growth state and new products were coming out of California on a weekly basis that weren’t available up here. My Dad mortgaged the house and got the ball rolling on the company. We worked from the family home for the first few years before we got our own location. We had Simpson Helmets and the Fox Shox you could buy were being used by every factory team. They cost about half of what a brand new bike cost but they worked so good that if you wanted to win you needed those shocks. I remember we would sell three to four hundred sets a year here in Canada. Those products took off and Fox didn’t even have that much clothing, just a little bit to promote the shocks. We ended up carrying all kinds of brands, parts, tires and anything we could that related to motocross and off-road. It was 1978 when it started and now in 2012 we are just in the process of switching it over. Fox USA came up and in a few months from now they will be completely running the operation here based in Calgary and we will be gone.

BK: That has been quite a ride Dennis. When did you take over from your Dad as the main man at the company?

DJ: It was between ’91 and ‘92 when I took over. He was the President but had other full time jobs the whole time, so we ran it during the day and he would give us advice or give us hell in the evenings. After that he put the company in all of our names and we were on the hook for all the collateral on the loans. We survived a couple of recessions and are in a bit of a dip now, but we managed through. I still love the sport and watch all the Supercrosses. It was cool, we sponsored Ross way back at the start and I had to race against him so that was unusual but cool.

BK: You sponsored many riders and some good teams over the years. How did you manage to gage the return on investment?

DJ: You can’t, really. Once we got bigger, around 2000-2002, we just allocated a budget and spread those dollars around as best we could, sometimes it was more than I wanted but it was what we did. Before that we would just pick riders and teams that we thought needed some help. Darcy Lange is a rider that took the ball and ran with it. He was great and became one of the most successful riders in US Arenacross and was good to work with along with the Richmond Kawasaki team for many years. We helped many locals over those years, some small guys and some big teams…it’s all good. It’s been thirty-two years and I remember everything. Once we got bigger and less seat of the pants it got more corporate and really not as much fun. It just became about a budget ➥

THE DENNIS JAMES STORY

and it was a big budget. The Blackfoot team was always very well prepared and a winning team. When you want to join the big leagues you have to cut some pretty big cheques, in the multiples of hundreds of thousands, but it's always good to be on a winning team. The Blackfoot guys were amazing and did a great, great job. The cost to run a professional, top-notch team costs a lot of money and they got the returns.

BK: Yeah, but there was always the love of the sport. There must have been a lot of pride for you and your employees as well.
DJ: Yes, Blackfoot delivered with the best riders and always ready to race starting from the first race. They are also great guys who worked hard. We had 50 employees, amassed annual sales probably ten to fifteen times bigger than I ever thought it would be; it became very corporate. I have a good relationship with Greg Fox, the oldest son of the Fox family who is married to a Canadian girl from Edmonton, so he has a good handle on Canada. This change over is something that has been coming for a while. It is all very amicable and I would consider this the right thing to do for both of us. I've been doing this for over thirty years and I'm not so as gung ho as I was in year two or three, so I think it's the right thing to do and I have no issues whatsoever. They have rehired almost all of the reps we had so things are good. I think they are happy and getting up to full speed now, and I think the dealers are happy. We have just four or five months to tidy things up around here in Aurora then we will be calling it a day. I'm not going to stay in this industry, I want to try something different, but I don't know what yet.

BK: Well, you have become quite a success and you must be thrilled with your accomplishments. I'll assume you're probably at a point now where you are ready to take a step back, enjoy life, smell the roses and ride a little bit more yourself.
DJ: Yeah, that's the plan. Through the pressures of the whole thing and a sixty thousand square foot facility I have still managed to stay fit. I have raced mountain bikes, done the twenty four hour stuff and won my division. I still do triathlons and am one of the faster guys in the over fifty class. I still have my dirt bikes and want to ride them more. I bought an old Porsche and want to do more track days and tear around in that, I play hockey twice a week even though I never played as a kid. I started playing at thirty seven years old so I still get a kick outta that and want to do some fun active stuff while I still have some descent health.

BK: That's cool. Any parting words or do you want to give anyone a shout before we wrap this up?
DJ: There are tons of them. Bill McLean helped me a lot, he passed away a year or two ago which is very sad, and all the guys from the old days. Of course my Dad for getting the ball rolling and all the guys from the eighties like Ross Pederson, he was a great guy. In the meantime, it's been a great thirty two years. I still like dirt bikes and will be riding them for my whole life to some extent. It's still a great sport. For all the young riders out there, it taught me that if you just try hard enough and keep practicing you can succeed at anything whether it is motorcycle racing, business or just being a good person in life. Just try your hardest and good things will happen, for sure…that's all.

"I HAVE A GOOD RELATIONSHIP WITH GREG FOX, THE OLDEST SON OF THE FOX FAMILY WHO IS MARRIED TO A CANADIAN GIRL FROM EDMONTON, SO HE HAS A GOOD HANDLE ON CANADA. THIS CHANGE OVER IS SOMETHING THAT HAS BEEN COMING FOR A WHILE."

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YOUNG TALENT ON THE RISE

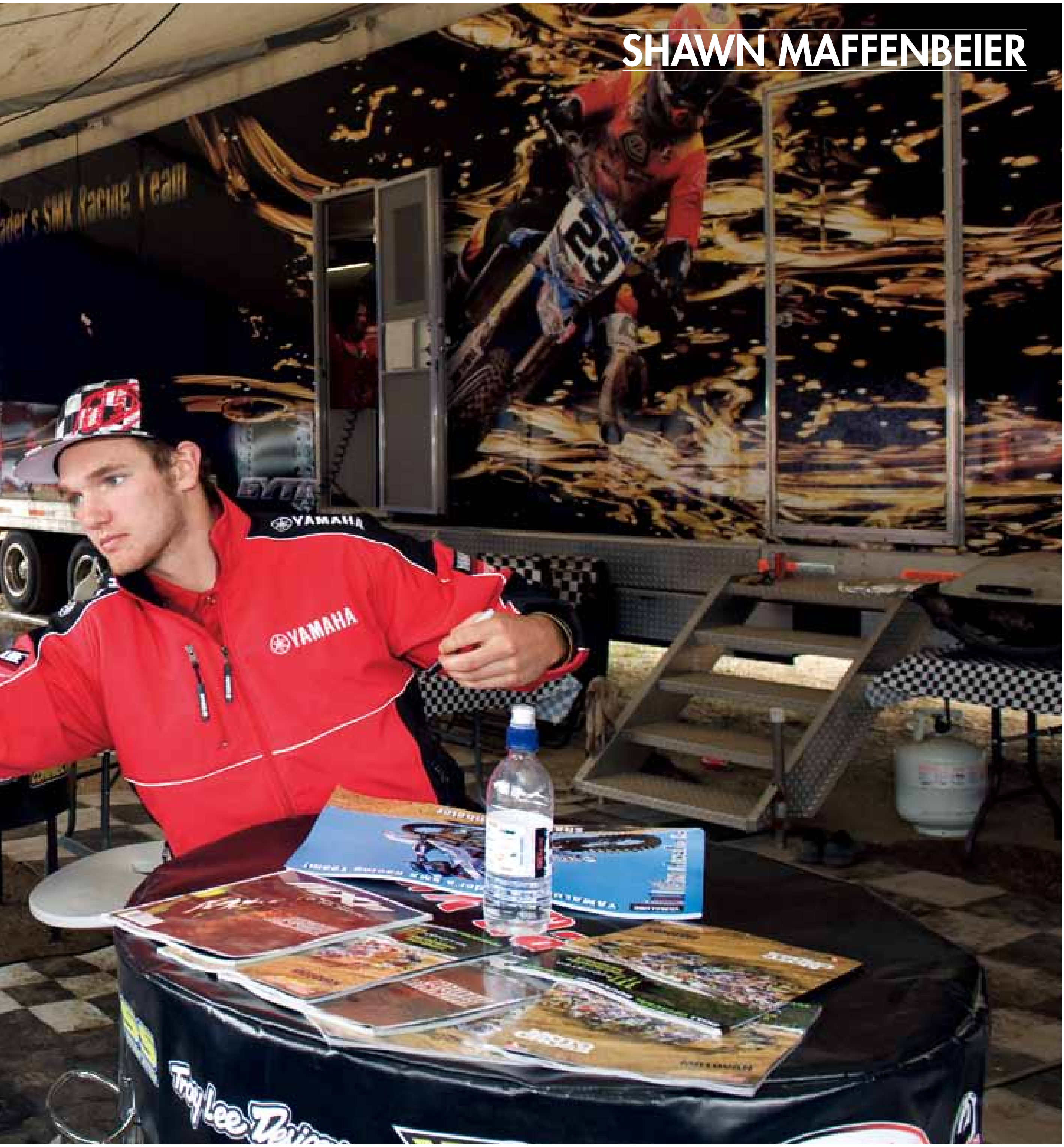
By Ryan Gauld
Photos by Clayton Racicot, Marc Landry, David Pinkman and MXP Staff

This is going to be a new feature in each issue of MXP in 2012. This column will focus on our young stars that have started to make a name for themselves. This is not about amateur racing but it will detail the history of how these young Pro racers became the “Young Talent on the Rise”. We have so many bright stars shining right now and we feel they need their moment in the spotlight just as much as the top guns of MX1 and MX2 action. The very first edition of this new feature will start from Swift Current, Saskatchewan. The rider is only 19 years old and has turned heads in the Pro class for the last three years. The 2011 season was his best ever, finishing 6th overall in the CMRC Monster Energy Motocross Nationals. Let’s turn the spotlight on to Shawn Maffenbeier.

Born and raised in Swift Current, it seemed that Shawn had the typical upbringing for a racer. Racing is really all he has done since he was 4 years old. Saskatchewan has produced a few names that some may recognize, most notably Blair Morgan. It’s now Shawn’s turn to get the spotlight as a top motocross athlete to come out of the flat fields of Saskatchewan.

Shawn grew up racing locally and dominated from the get go. He basically won everything there was to offer from 50s all the way up to the Pro class. Just like any young racer, he wanted more out of his passion. That’s the big problem for a motocross star on the rise; they can never get enough of that winning feeling. It’s always a reality check for the first time when the gate drops for your first Pro race. You think you’re better than you really are, you know for sure you’re going to beat that guy you made fun of because of his goony style or crappy gear. There’s no way you’re going to let the nerves get in the way of kicking butt. Then it all comes crashing down once you realize you’re not watching these guys, you’re racing them and it’s a whole different ball game. ➥

SHAWN MAFFENBEIER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SHAWN IS GREAT WITH THE FANS AND THAT WILL HELP HIS LONGEVITY IN THE SPORT.

SHAWN IN 2010

RANDY MAFFENBEIER IS ALWAYS THERE FOR HIS SON.

CAN SHAWN RISE EVEN HIGHER IN 2012?

SHAWN MAFFENBEIER

YOUNG TALENT ON THE RISE

Shawn is a tough kid who worked his tail off to get past those little hiccups. He entered into the Pro ranks at a very young age; not by choice, but the level of competition in Saskatchewan was not giving Shawn what he needed to chase his dreams. He made the jump in 2007; it was a slow start for the young man. He started off in the MX2 class, showed some speed and earned enough points to wear the #85 in 2008. That year, Shawn raced the majority of the series and scored solid finishes. That was when fans and industry people started to wonder who this kid was from Swift Current. His best result was in front of his home crowd at Moto Valley Raceway in Regina where he raced to a hard fought 13th. Also, how can you forget his huge Royal Distributing double moto holeshot at the Gopher Dunes round that year? So 2008 was a good year for Shawn, but with family support and great sponsors he found it hard to compete in the MX2 class aboard basically stock bikes. The #37 for 2009 decided to move up to the MX1 class where he could show his talents, plus the bike's performance didn't play as big of a role. It was a strange idea coming from a 16 year old kid at the time but it would pay off as Shawn really put himself on the map as a kid to watch for the future.

I remember Shawn in 2009. He would always get great starts but the big boys seemed to shove him aside to make him fall back. I was wondering how long this kid would last, always going backwards after the start of the race. Obviously, he knew something we didn't because he didn't let any of that affect his performance. It took seven rounds until he showed some great speed and posted respectable results. At Riverglade, he grabbed the most points in a single round since he turned Pro; he earned 20 points and 11th overall for the day. Some may have thought he was just a flash in the pan, but then the very next week he scored 18 points at Sand Del Lee and his very first top ten overall as a Pro. I remember that day under their tent. The team and family had finally made it. A goal was reached and at such a young age, plus the dream of winning championships became even more of a possibility. He finished 15th overall in MX1 that year as a 16 year old kid. Pretty amazing!

In 2010, Shawn donned the #31 and had a pretty good year. He was riding very similar to how he was in the 2009 series but a lot more consistently. The most notable change was he didn't let the bigger named riders boss him around. He managed to grab more than 20 points at 4 of the 9 rounds in 2010, the largest gain being 24 and an 8th overall at Riverglade. That was the year Shawn really showed the industry, fans and his peers that he would be someone to take notice of in 2011. He was no longer some kid from Swift Current that could go just "ok". He was now a rider for which people cheered and kids looked up to. 2011 proved that tenfold.

At the start of the 2011 season, the critics predicted Shawn would finish in the 10th spot. Even though each year he raced Pro he had climbed the rankings, nobody would have guessed what they saw last year other than Shawn, his family and his team. All the years of putting in time with Todd Shumlick of Perform X Training kicked into high gear this past summer. Shawn has always been in great shape, but it was the speed and confidence he lacked that kept him from his true potential. He only finished outside the top 10 twice (Morden and Walton), which both happened to be mud races. His best finish was in Calgary with a 5th overall.

I remember that day well because I wandered into his trailer for an interview after his great day. The kid was on his road bike cooling down! The dude had just fought some nasty conditions to get his best career result and was still training, determined to improve his results the following week. I was so impressed that right then and there I became a lifetime Shawn Maffenbeier fan. If you're not, you are missing out on a great kid that is not looking to be a millionaire or stroke his ego; he just wants to win, plain and simple. All his success in 2011 garnered him the #6 to be displayed on his Yamaha for 2012. The coolest part of all this is he has achieved these accomplishments all before turning 20 years old.

On April 26, 2012 Shawn will turn 20. Will he have another great year? Will he podium in 2012? Could he win a moto? All these questions will be answered very soon. There is still one question that's out there: "Will Shawn Maffenbeier be a Canadian legend like Blair Morgan?" It's safe to say he is closing the gap. He has a long way to go but is willing to do whatever it takes to make it happen to join the ranks of his local hero growing up. Let's all raise a glass to one of Canada's "Young Talent on the Rise" Shawn Maffenbeier.

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Motocross racing inside stadiums had been around in Europe since the ‘60s. In the late ‘60s / early ‘70s, Daytona started holding motocross races during Bike Week on the infield of the famous Daytona Speedway.

It was promoter Mike Goodwin who took it all a big step forward by putting together what he called the “Super Bowl of Motocross” in the Los Angeles Coliseum in 1972. He put the top riders in the country on what, by today’s standards, was a small track in front of thousands of spectators and TV cameras. Marty Tripes won that first event of what was to become “Supercross” at the age of 16.

In 1977, Gaston Parent, Robert St-Onge and Pierre Corbeil promoted an event in the new Olympic Stadium in Montreal in which they called Supermotocross. After two years of staging races under the roofless “Big O” and suffering financial losses (it snowed one year on May 30th), the stadium (RIO) and Molson Breweries teamed together in 1979, acquired the rights to the Supercross and hired Pierre Corbeil to manage the event. The event was embraced by Quebecers and has run for all these years and is the most successful event of its kind in Canada. ➥

The track was short compared to today’s standards but did not take away from the excitement that existed in the stands as the top US and Canadian riders battled to survive the unusual elements.

1980 TORONTO SUPERCROSS

Story and Photos by Bill Petro

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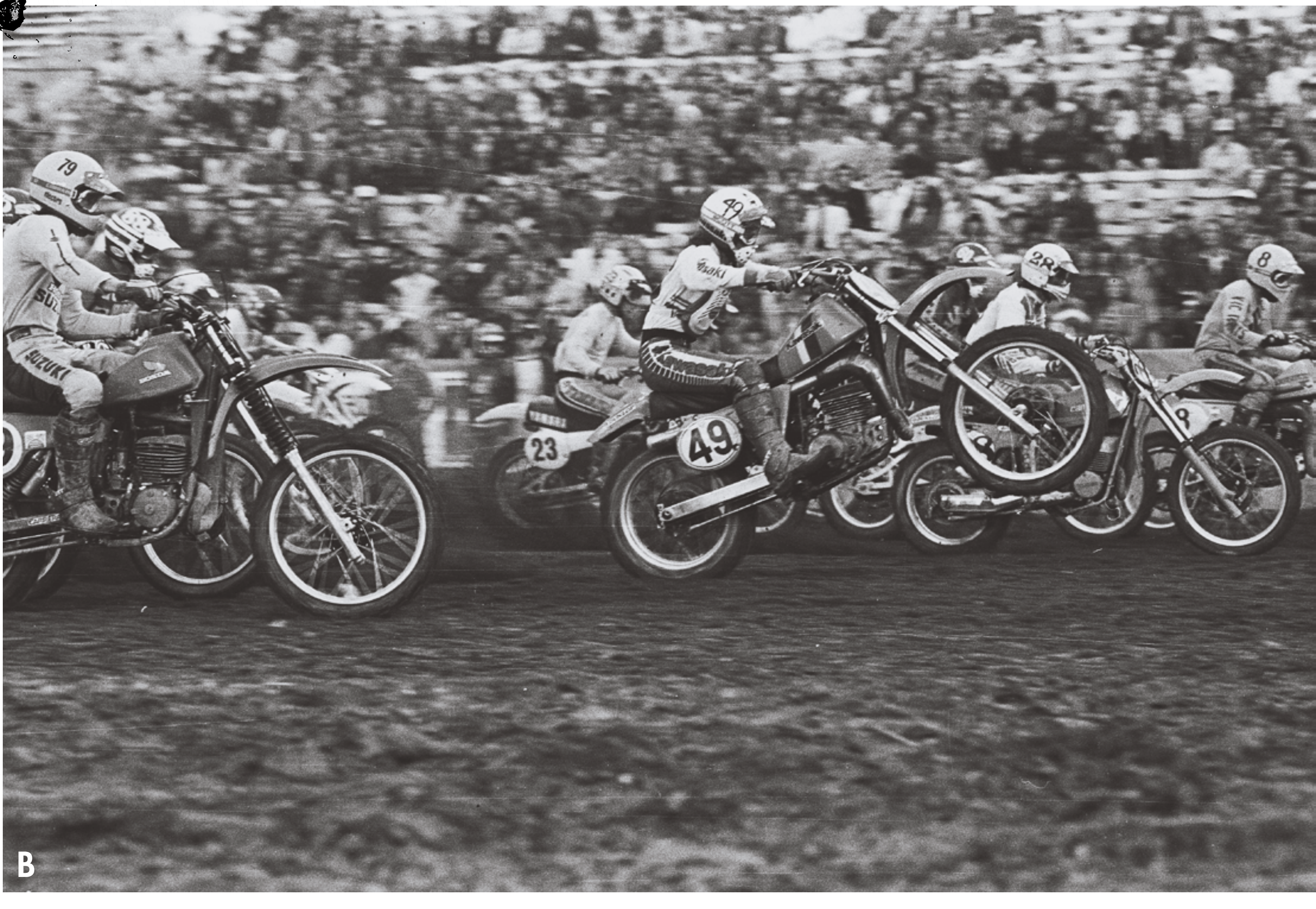
1980 TORONTO SUPERCROSS

In 1980, Carl Bastedo, along with partners Brian Miles and Martin Levesque, decided the time was right for Supercross to come to Ontario. Carl approached the very skeptical Exhibition Stadium management in Toronto about holding a Supercross event. His reputation producing the successful motorcycle show in the Queen Elizabeth Building the previous three years helped persuade them to allow the event. The logistics in Toronto were huge. A tarp had to be laid over the astroturf followed by plywood outlining the track and then dirt dumped on the plywood. ➥

A: 25,000 people showed up at Exhibition Stadium and stayed through all the rain and the threat of a tornado to watch one of the oddest Supercross races we have ever seen in Canada.

B: Hard charging Jeff Ward (49) blasts out of the starting gates during one of the heat races. Other riders include Kim Pearce (79), Donnie Cantaloupi (23) Jean Bourret (28) and Allan Jaggard (8).



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1980 TORONTO SUPERCROSS

Pierre Corbeil was brought on board as a consultant for the track build, which was managed by his assistant, Claude Leonard, and former Kawasaki rider Bob Levy. The dates were arranged so that Montreal ran the week before, which allowed the manufacturers to bring up some of the top Americans to compete in both events. It was a classic turnout as it was those first few years of Supercross in Canada that brought the best from USA and Canada together. The CMA designated the events a National Championship Supercross Series for Canadian riders for the first time.

The expectation was that the Americans would dominate both events and they didn't disappoint. Suzuki's Mark Barnett won the Montreal event with Yamaha's Broc Glover and Donnie Cantaloupi on the box. The only spot in the top ten taken by a Canadian was 7th by second year Pro, Ross Pederson on a Yamaha. 1980 would be the start of Ross' 13-year run at the top of the sport in Canada when he took the 500cc Motocross Championship later that year. ➥

A: A young Broc Glover scrapes some of the mud off his boots after one of the heat races, not realizing what was yet to come.

B: Canadian Motocross and Roadracing Champion Yvon Duhamel gives last minute advice to Charles Desourdy who was part of a large Can-Am contingent from Quebec including Yvon's son Mario and third place finisher Jean Bourret.

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1980 TORONTO SUPERCROSS

The following week in Toronto, the Supercross was shaping up to be a great event. Dennis James finished 11th in Montreal so everyone was anxious to see if the Canadians could improve their results against the Americans. Then disaster struck! As we were all gathered at a cocktail reception for the motocross elite on Friday night down the road from the stadium, the heavens opened up and dropped 16mm of rain on all the dirt and it stopped everything. Carl raced back to the stadium and met Bob Levy on the way out. The bulldozers were stuck in the mud, the track was not finished and everything had to stop. He went home and called his partners telling them "we're finished". Miracles can happen though; the sun and a brisk wind came up the next morning. All the staff raced down to the stadium and found that the track had dried considerably. They finished the track two hours before practice - the show would go on.

Even with more rain and tornado warnings in the forecast, the crowd came in droves; 25,000 filled the stands by the time the heat races began. The track, very simple by today's standards, filled just over half the stadium. It was a breeze for the Americans but Dennis James, Ross Pederson and Quebec's Jean Bourret looked strong.

The rain mercifully held off until just before the final. Then it came again, heavy at times, and the fact that the dirt was high in clay content became a concern for all. No one knew how bad it was going to get and everybody prepared for it in their own way. Dennis James' mechanic, Bill Fullerton, decided to put a 125cc rear tire on his bike to the protest of family members, but Dennis understood.

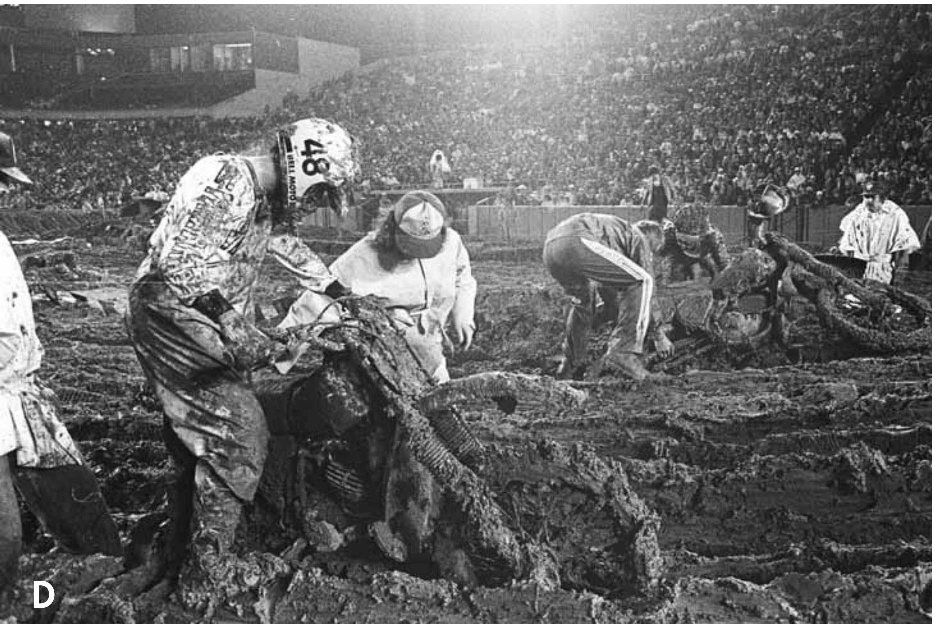
The voice of American Supercross at the time, Larry Huffman, was brought in from California to work with Larry Bastedo in the announcer's booth. He couldn't believe the crowd stayed in the stands considering all the rain. They sat in the open sections with their programs over their heads. Californians weren't used to rain.

The flag dropped for the final and the ruts became so deep and the clay so slippery that the task was to just keep the bike upright and moving forward. The best in North America would experience what would go down in moto history as one of the great mud races of all time. They all remember that night. ➥

A

B

C



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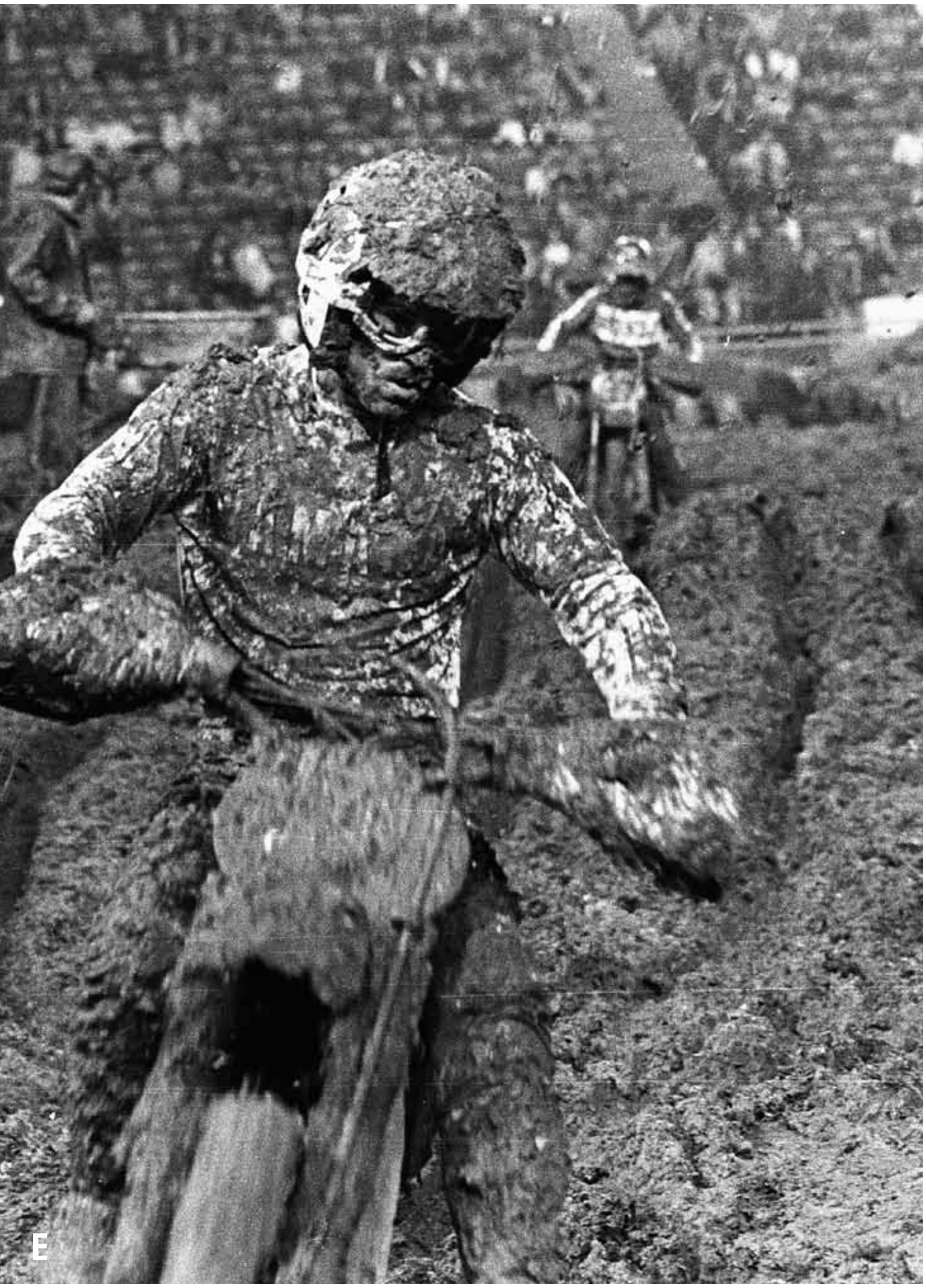

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A: Dennis James said that at one point someone got in the way, stopped him from moving forward, and the bike just fell over in slow motion. When he tried to lift the bike up it felt like it weighed 400 pounds as it was glued to the track. With a little help he was moving again.

B: Alan King (26) from Troy, Michigan and Serge Grégoire (16) from Jolliette, Quebec show two different styles of paddling through the deep, slippery ruts to keep moving forward.

C: An unidentifiable Suzuki rider gets help pushing his mud packed bike over the plastic back to the pits.

D: Jim Fekete (48), a Yamaha Motor Canada sponsored rider from Quebec, ponders his next move after a fried clutch stopped his forward motion for good in the deep clay ruts. He must have lasted fairly long as he is listed to have finished 11th.

E: Donnie Cantaloupi shows the aggressive determination that kept him focused to stay upright and to take the win. Only a few riders knew enough to install enduro-style handlebar mud guards.

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1980 TORONTO SUPERCROSS

One by one, riders dropped out with either a fried clutch or were just plain glued to the track. Outside assistance was against the rules but welcomed this night. At one point, Dennis James said he stopped moving forward and the bike just fell in slow motion. There was no way he could pull it out of the clay so he got some help to get it upright. At the same time, Bevo Forte, Donnie Cantiloupi's Yamaha mechanic, was out on the track lifting Kawasaki's Jeff Ward out of the clay bog.

Larry Huffman made his famous pronouncement "There they are, in the mud and the blood and the beer". Larry Bastedo, who saw that only three or four riders were still moving, announced, "They're on the last lap and here comes the checkered flag". Senior Referee Bob Kelly looked up to the announcer's booth, picked up the checkered flag, and waved it to the first rider by and the winner, Yamaha's Donnie Cantiloupi. Broc Glover was second. The only other two riders to cross the finish line were Jean Bourret (Can-Am), in third, and Dennis James (Honda), fourth. The narrow tire had done its job.

Donnie Cantiloupi was an instant hero at this new sport for Canadians, even though, as the 1979 AMA Rookie of the Year, he was one of the least known Americans at the event. Dennis James won the first ever Canadian National Supercross title, and the $1,200 series money with 11- 4 finishes. Jean Bourret finished second in the series while Ross Pederson took third even without a finish in Toronto.

A: Ross Pederson pushes off the track after the demise of his clutch took any chance of him finishing let alone improving on his Montreal top ten finish. 1980 was Ross' first year to win an Expert 500cc Canadian Championship.

B: American Supercross announcer Larry Huffman interviews US Factory Yamaha rider Donnie Cantaloupi, shown with his mechanic Bevo Forte, about his unusual win.

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DESTINATION: TRANS CAN

By Chris Pomeroy, Photos by MXP Staff

In the last few months every motocross fan has been gathered around their television sets every weekend watching the 2012 Monster Energy Supercross Series unfold before their eyes. Supercross is one of the things that fans and competitors of this sport hold sacred, especially is the USA. In Canada, we also follow Supercross like it's our job sometimes, and with each stop the Series makes, the need we dirt bike loving Canadians have to get out on the track to ride grows stronger and stronger. Lucky for us we will all be riding soon as another Canadian Motocross season begins. Before we know it the "Road to Walton" and our coveted ANQs will be at a track near you. When most people think of the Walton TransCan, they don't look any deeper than the actual weeklong event that always takes place during the third week in August. But, that third week in August is the accumulation of many qualifying events and battles that take place before even a vehicle goes through the gates of Walton Raceway. Like Supercross in the USA, the entire ANQ system is something we should hold sacred, not just because these are the races that currently get Amateurs to the most important race of the year, but because there was a time that a Canadian Amateur rider didn't have an organized, fair and proven way to qualify for their National Championship.

Let's go back 23 years to the year 1989 and take a look at how the Amateur National Championship worked. Back in those days the Amateur National Championship moved, without reason, to different tracks and different parts of Canada each year. In 1988, the race was held on Vancouver Island in Duncan, BC then in 1989 the race moved a little east to Antler Lake, AB. There was no qualifying system as there is today; riders basically decided beforehand if they might be fast enough to make the trek and roll the dice to see how they would fair. It was a very rudimentary system that provided little to no hype or excitement leading up to the event. ➥

Riders focus on the gate knowing that getting the holeshot makes it much easier for them to get the good finishes needed to qualify for the Trans Can.

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For Amateur riders it was really no different than showing up to a typical local race except for maybe longer motos and the obvious extra travel costs. Since there were no ANQs or any type of qualifying system put in place, if more than 40 riders showed up for a particular class then qualifiers were run on the same day as the race to weed out the extra riders. So, under that system, a rider could drive across the country, miss out on qualifying and not be able to race the main motos. Was that fair? Not by a mile, although that is the way things were for a long time. Perhaps it was those frustrating times that partly fuelled the changes we see today with the Walton TransCan and the ANQs. That and the road map that was laid out south of the border with the system Loretta Lynn's had been using for years. While we were floundering up here with our pre-ANQ system, the USA was full steam ahead with their Loretta Lynn's qualifiers set up in all parts of the country, breeding competition that would produce the World's top riders. The Loretta Lynn's qualifying system not only gave the final race in Tennessee obvious importance, but it also gave each track that was holding a qualifier a chance to stand out and become a big part of amateur racing in the USA.

This is exactly what the ANQs have brought to Canada. Not only is the Walton TransCan the benchmark and focal point of Amateur Motocross in Canada, but each region's ANQs have become their own Provincial benchmark for Amateur Racing. The best riders from each Province in Canada get to battle it out to see who can qualify for Canada's top race, then those 42 riders get to battle it out at the Walton TransCan to see who will become a Canadian National Champion. One could argue that when the current ANQ system was brought in 15 years ago, Canadian Amateur Motocross moved out of the dark ages and into the spotlight where it belongs. Riders like Darcy Lange, Dean Wilson, Kyle Beaton, Colton Facciotti and Cole Thompson have all gone through the Walton TransCan ANQ system and have competed on the famous grounds of Walton Raceway. With proven names like that and the success they have had at the Walton TransCan, how can you say anything negative about this system? So with all the success the ANQs have had, where do we go from here? Of course there is room for improvement and changes that could be made. I think we will see some new things in 2012 that will generate some new excitement. With all the economic troubles that the entire planet has faced the last few year, it has become apparent that if you want to stay and be competitive in this new world, you have to change and adapt to meet the changing needs of your marketplace. ➥

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This past winter has been very interesting in Canadian Motocross, especially in Ontario, which is considered by some to be the mecca of Canadian Motocross. People have become somewhat restless and it seemed like every month there is a new sanctioning body springing up or at least being talked about. I recently had a conversation with a prominent person from within the Ontario motocross industry about what has been happening and why starting up a new sanctioning body was so in vogue. His explanation was simple, he used an example of attending a race last fall where he witnessed riders receiving extra large trophies and how happy everyone was. Basically, people were tired of going to well attended, competitive CMRC races like ANQs and Provincials and not receiving large enough trophies, plus the fact that in CMRC races, only a few riders received prizes. After listening to all of this I was thinking that it all sounded great, big trophies for everyone whether you win or finish tenth, I mean who wouldn't want this?

But is this really how life works? My belief is that while there is room for clubs and fun places to go racing, this 'big trophies for everyone' deal really doesn't help riders get better in the long run. There is nothing better than pure competition to make a rider improve, the best riders racing against the best riders. This is what makes athletes improve and get to where they want to be. When Ross Pederson or Jean Sebastian Roy wanted to get better and achieve their goals, did they go to a certain race because they were guaranteed a prize? Nope, they packed up and searched out the highest competition possible.

If we need a more current example, all we have to do is look at Dean Wilson. Dean and his family spent all of their time going to big races, racing against fast riders and looking for every ounce of speed they could find. I think this formula worked for the Wilsons and for all of the above mentioned riders, and it can work for any rider who wants to put in the effort.

This is what the Walton ANQs are based on… competition, the best riders from Coast to Coast racing against each other and trying to qualify for a chance to become National Champion. This is not only what sports is about but it is really what life is about. After all, isn't what we do in Motocross just an example of what we do in life? This is why we should hold events like the Walton TransCan and ANQs sacred in Canadian Motocross. You don't have to go back too many years to find a Canadian Amateur rider that could only look south to the USA to see a system that worked. How do I know? I was one of those Amateur riders!

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thor

THOR FORCE CARBON HELMET $439.95
The Thor Force Carbon Helmet was built for riders who demand the ultimate in performance. Carbon fibre material is combined with resin to form “Pre-impregnated” sheets that are hand laid to form the outer layer of the shell. This ensures a light helmet with amazing strength. The contoured eyeport gasket improves goggle fit, and the increased liner and EPS ventilation provide maximum air flow while the front intake port and rear exhaust vents provide optimal air circulation and venting. The anti-bacterial, moisture-wicking SilverCool ™ liner is removable and washable and keeps you cool for every ride. The Force Carbon helmet meets and exceeds all AMA and FIM racing standards, and is DOT and ECE 22.05 approved. Available in Canada only through your Parts Canada dealer.

THOR QUADRANT HELMET $159.95

The Thor Quadrant Helmet offers increased performance with reduced weight, innovative style, with features normally found only on more expensive helmets. The Quadrant has a dual-density, expanded polystyrene liner, extensive venting, a molded roost guard, a removable liner and a secure fit. It is designed to meet and exceed both DOT and ECE 22.05 standards.

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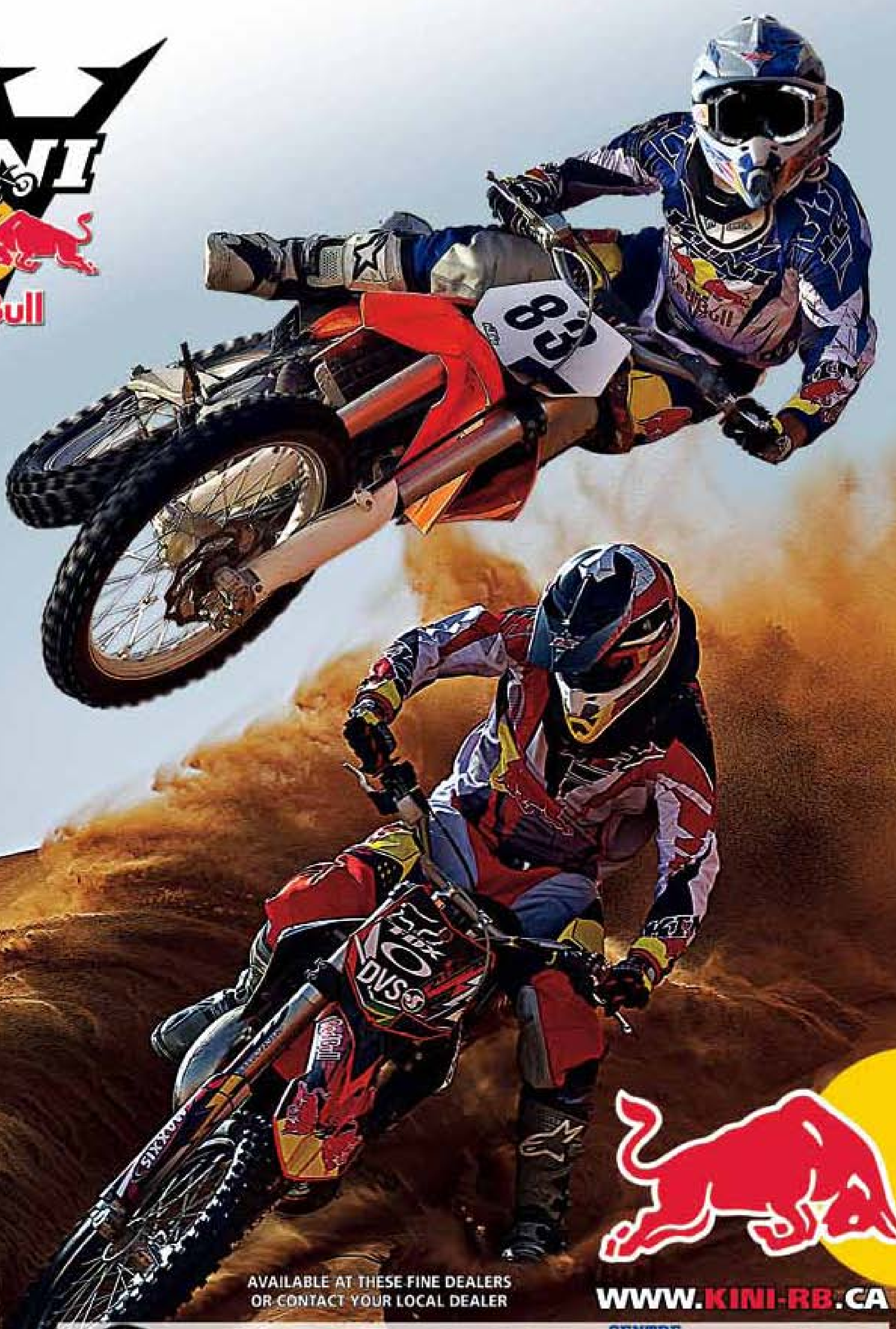

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- Strong, light weight, Kevlar & fiberglass construction
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- Super-wide eye port optimizes peripheral vision
- Meets Snell 2005 & DOT certifications

V4 FLIGHT CARBON $575.00

- 5 year manufacturer warranty
- Carbon fibre composite shell construction
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- Exceeds Snell 2010 & DOT standards

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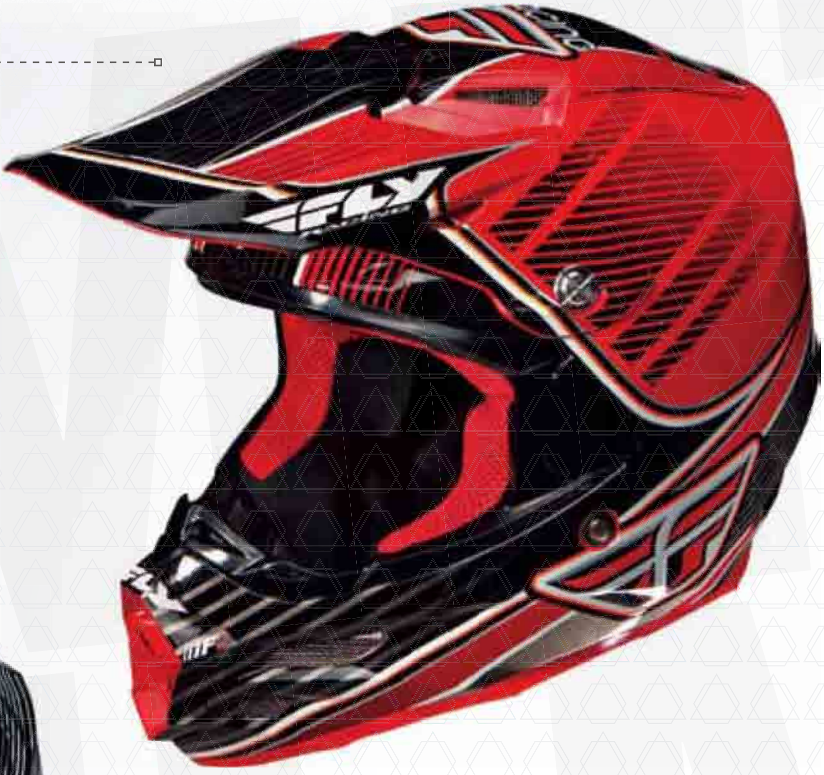
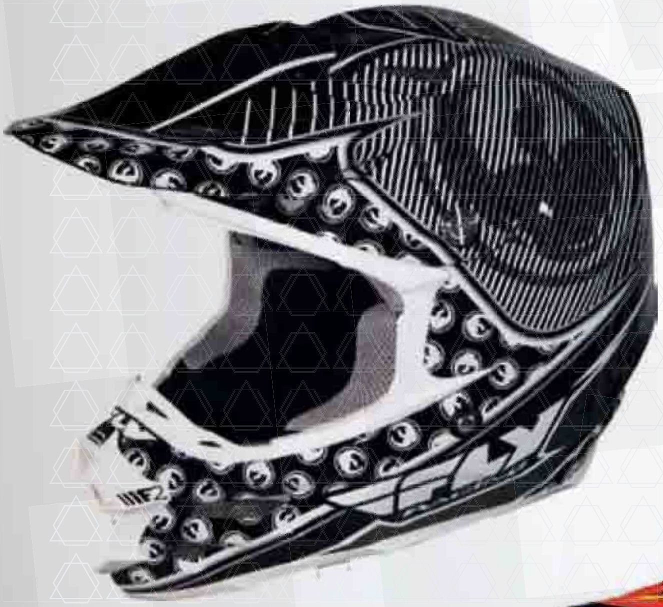
FLY Racing proudly introduces the new Trey Canard Replica F2 Carbon helmets. Now you can wear the same helmet as Trey Canard with these replica helmets available in Replica Red/Black or Canard Graphic Blue/White and Orange/Black. The F2 Carbon represents race-inspired lightweight helmet technology for the masses. Based on the same platform as the Formula MX, the F2 Carbon shares many of the technological features as its predecessor, yet still carves out its own unique FLY Racing style and identity.





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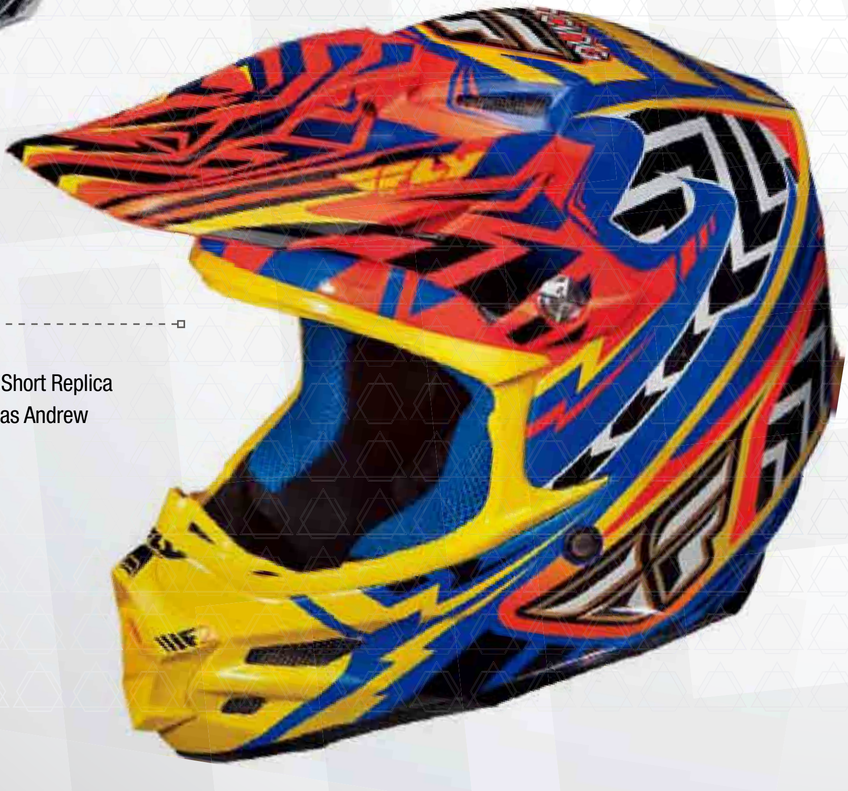
New from FLY Racing is this Limited Edition Dragon Alliance collaboration graphic F2 Carbon helmet. The F2 helmet has quickly become a leader in the high performance off-road helmet category. Using the same carbon fiber/ Kevlar® technology as the Formula, the F2—with its amazing protection, looks, fit, and finish—make it the winner's choice at an affordable price.



FLY KINETIC PRO ANDREW SHORT HELMET **$119.95**

FLY Racing proudly introduces the new Kinetic Pro Andrew Short Replica helmet. Now you can run the same factory helmet graphic as Andrew Short, available in Replica Blue/Yellow/Orange.

buyersguide

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The Trophy Lite features a redesigned shell and interior along with bold new styling Features and Materials

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Force-Flow Ventilation, Tough Polycarbonate Shell, Removable/Washable, Comfort Liner, EPS-lined Chinbar, Integrated, Vented Roost Guard, Weight: 1400 g, DOT, 5 years warranty.

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- Integrated removable vented roost guard
- Padded chin strap with D-ring closure and magnafusion strap keeper
- Comes with helmet bag
- Five-year warranty
- Certification Snell M2010, DOT

BELL MX-2

Snell M2010 Certification & DOT, Force-Flow Ventilation, Lightweight Fiberglass Shell, 3 EPS Liner Sizes for Great Fit, Removable/Washable Comfort Liner, EPS-lines Chinbar, Integrated, Vented Roost Guard, Weight: 1500 g, 5 year warranty

SCOTT 350 HELMET

New for 2012, the 350 Helmet brings top level construction, style and function to the table. Thanks to the stylish design, lightweight polycarbonate shell, tri-density EPS liner and a high-flow vent system, you can be confident that you'll be protected against anything the track can throw at you. The 350 Helmet is a must for anyone serious about safety and style at an affordable price.

SCOTT 250 HELMET

The Scott 250 Helmet blends high quality materials with next level styling that won't break the bank. With an injection molded ABS shell and an impact absorbing dual density EPS liner you can be confident that you're safe while riding on your favourite track or trail.

SCOTT AIRBORNE HELMET

The Airborne Helmet is the ultimate in protection and style. This lightweight helmet integrates Carbon fiber and a Tri-density EPS liner to provide maximum protection. The Airborne has a Hi-flow venting system to keep you cool while hitting the trails or pounding laps at your favourite track. This helmet is so light that you'll barely notice you have it on

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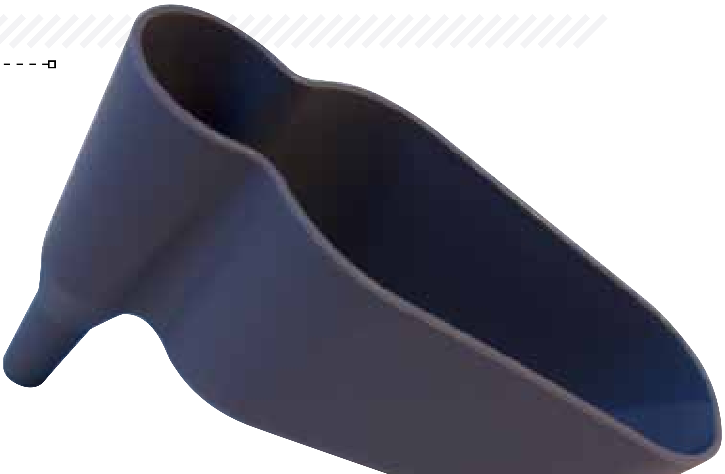

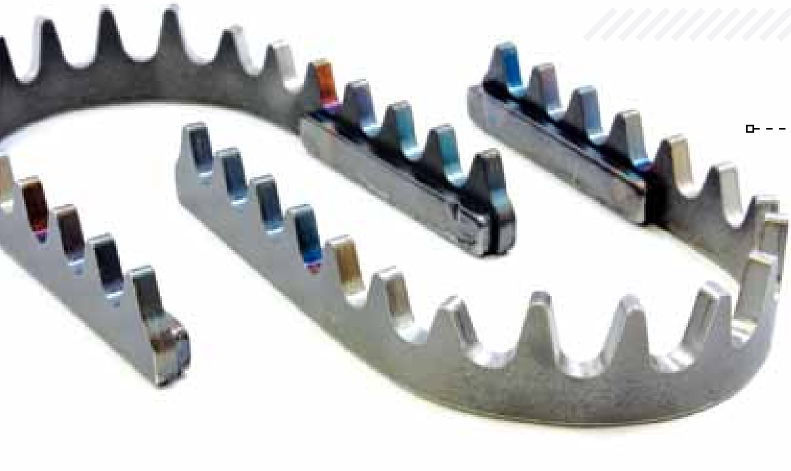

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Works Connection created an affordable cure for small O.E.M. footpegs with the introduction of their 'Pro' Footpeg Wideners. An affordable alternative to pricey aftermarket footpeg assemblies, the 'Pro' Footpeg Wideners increase the overall width of the stock pegs by ½ inch to create a larger platform for your boots. The aggressive traction design with increased teeth height on the outer ends gives the rider additional control and confidence. Sold as a pair, and simple welding to install is required. Made in the USA

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Use Maxima Premium Break-In Oil for unsurpassed protection against critical engine component wear. Safe for use in wet clutch systems. Ideal for use in new engines, race, OEM rebuilds and tight clearance applications.

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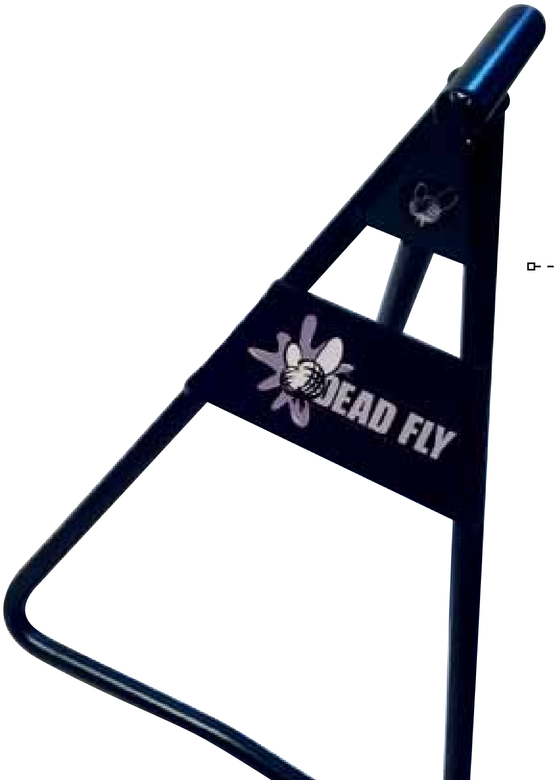

Dead Fly Racing-Bike Stand

Dead Fly Racing has introduced the Ground Control Side-Stand; it is ultra robust, has a sleek, sexy look and includes an adaptable design. These features come into play when out at the track; the robust design allows for sturdy support of your motorcycle even while undergoing strenuous activity such as “kicking” the bike over, which proves useful especially with those finicky four-strokes. The futuristic, customizable design lets you stand out from everybody else on race day. This DFR authentic design allows for easy transport by hanging from your footpeg. The Ground Control is more mobile than an engine stand while still maintaining the “professional race team” feel.

Alpinestars Tech 10 Boots - By Greg Oldham

The Alpinestars Tech 10 boots have been one of the most popular motocross boots for the better part of the last decade. A lot of you already have owned a pair of these boots and therefore already know the pros and cons of them, but for those of you who don't, listen up! They're Alpinestars' flagship boot in the line up, and here's what gives them that title.

Not only are they the most expensive boots offered, but also they provide the most protection. Inside are removable and washable booties that have molded plastic reinforcements in the heel and ankle and a sturdy pivoting hinge design. On the back of the boot is an Achilles tendon-like band, which only allows the boot to be flexed forward so far. On a comfort level, they're right up there with any other brand. When I first put them on, I removed the inner hinges for the first few rides until the boots were broken in and then re-installed them. They're as comfy as ever now. Tech 10s are definitely one of the sickest looking boots on the market. You can buy them in red, black/green, blue, white, or black, all of which look amazing. The Alpinestars buckles are top notch! They're very strong and lock into place with force. At the top of the boot is a very well designed seal that keeps mud, water, and all other annoying debris from getting inside. The white model includes added vents to allow more air flow throughout the boot. The construction quality is a huge benefit with these boots because as soon as you pick them up and put them on, they feel very solid and well built. Last year, I tested the revised Tech 8s. After trying these, I see why they're considered their flagship boot. In my eyes, the only boots that are even comparable to these would be the Gaerne SG12.

PROS – The nice comfort and construction quality, very short break-in period, the modern look and design with the replaceable rubber sole, amazing buckles, sick looks and variety of colours.

CONS – The price, at around $600, makes them one of the priciest boots you can buy, but if you want the best protection for your feet and ankles, they're worth every penny.

So there you have it, if you haven't already seen or tried on a pair of these boots, consider doing so. You won't regret it.

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- Spare mounting brackets available separately

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2012 KX250F

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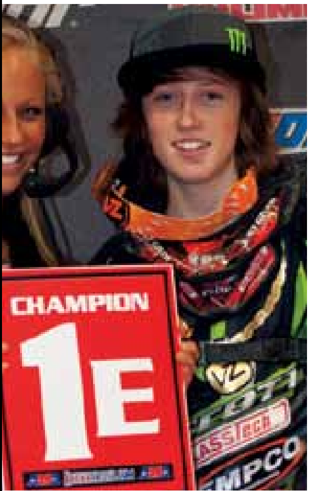
AMATEUR SPOLTIGHT

Mitch Goheen



At the beginning of 2010, Ontario 85cc rider Mitch Goheen was confident that he was going to have a great year. But, as we all know, in motocross things can change in a hurry. Mitch suffered a broken leg, not only once but twice in 2010 and along with those injuries went almost his entire season. However, like most of Canada's young riders, Mitch Goheen doesn't know how to quit. He came back in 2011 with a vengeance, winning an Ontario Provincial Championship and serving notice that he is one of Canada's up and coming stars. I caught up with Mitch this week while he was doing his homework and getting ready for his trip to Daytona.

MXP: Hey Mitch, how are things going? Here it is almost the end of February, what has been going on?
Mitch: Things are good. I'm just sitting here at home doing some homework. I haven't really been up to much in regards to riding, just trying to keep training and riding when I can.

MXP: Have you been riding much this winter?
Mitch: No, not really. The winter hasn't been that bad but it's still not good for riding. I made it down to Wallaceburg a few times but that is it.

MXP: What other things do you do during the winter months when you can't ride? Do you play hockey or snowmobile?
Mitch: The last few weekends we have gone sledding so that has been fun. I live up near Port Perry so usually the sledding is great; we can just hop on a trail from our house. This winter though, we had to trailer the sleds down the road before we could ride them.

MXP: Obviously you still go to school. Sometimes it is hard to balance both school and riding. Do you find that hard to do?
Mitch: Not really. I am in grade 10 right now so I just try to stay on top of things and make sure I get my homework done.

MXP: What is your favourite subject?
Mitch: Good question. I think I have to go with math, it seems to come easy to me.

MXP: That is good. In a few years when you turn Pro and have to count money, your math skills will come in handy.
Mitch: Yes, that's true. I never thought of that.

MXP: So 2011 was your comeback year. How did the season go for you?
Mitch: It was really good, obviously a lot better than 2010. I was coming off a broken leg that pretty much ruined my entire 2010 season so one thing I really wanted to do was stay healthy last year. I managed to do that and in the process won a CMRC Ontario Provincial Championship and did pretty well at Walton Trans Can so it was a good year. I'm happy with how the year went for me.

MXP: Was it hard coming back from your 2010 injuries?
Mitch: It didn't seem hard; I just trained and did the work to come back. I first broke my leg in New York at an Area 51 race. Once that healed, I came back and raced. Then a month later I broke my leg again at Port Perry so that was my year. I really let it heal properly the second time so there would be no issues when I started riding again. When I did start riding again in 2011, everything was great. Hopefully I can keep things going here in 2012 and have another good year.

MXP: What are your plans for this year? Are you sticking with the 85cc all year?
Mitch: Right now the plan is to ride my 85cc all year. We are planning to ride the Arenacross finals on it in Las Vegas in October and then I will be done with it, then it will be on to the big bikes full time.

MXP: Do you have a 125cc to practice on right now?
Mitch: Yes, I have a KX125 to play around on.

MXP: I remember my last year riding 85s, I had a 125 to practice on and I found it really hard to go back and forth. I was a tall kid like you so it didn't take long before the 85 felt small. Do you find it hard to jump back and forth from the 85 to the 125?
Mitch: Not really, the 125cc still feels a little big for me so when I do get back on the 85, I feel pretty comfortable. I think I still need to get a little stronger before I feel really good on the 125.

MXP: So it is almost riding season here in Ontario, what are your plans for the spring?
Mitch: This weekend we have to get the bikes ready because we are heading to Florida for March Break to do some riding and to race Daytona. I am really excited about that. It will be my first time to Daytona so I am really looking forward to it. After that, we will just come home and get ready for the Ontario season. Hopefully the weather gets nice so I can ride in March here.

MXP: That is cool about Daytona; you are going to love it there. Every motocross rider should go to Daytona at least once in their lives. Have you been watching the Monster Energy Supercross Series on TV? What do you think of that series so far?
Mitch: So far it's really good. I am a Ryan Villopoto fan so obviously I am pretty happy about how things have been going. It is going to be really cool to see those guys live at Daytona and then back here in Toronto.

MXP: Well Mitch, I will let you get back to your homework. Good luck down south and I can't wait to watch you race in Ontario this year. Before we wrap this up, who would you like to thank for helping you get this far in racing?
Mitch: For sure my Mom and Dad, I wouldn't even be doing this without them. Also, Glasstech Inc, Canadian Tint, Fourwinds MX Park, Phat MX, Edge Performance, SSS Suspension, Tonelli Powersports, EMPCO, Forma Boots, Matrix Concepts, Von Zipper, DID Chains, Arai Helmet, Maxima Oil, Whip It Designs, Scott Sports, Bay Cycle, Fullbore Marketing and MPI Sports.

AMATEUR SPOLTIGHT

Trae Franklin

Few 16 year olds are as focused and hard working as British Columbia teenaged motocross sensation Trae Franklin. When Trae showed up at the 2011 Walton TransCan he hoped to show everyone that he was ready to not only win an Intermediate Championship but also to turn Pro on Sunday and say goodbye to his Amateur status forever. However, on the first lap of the first MX2 Intermediate moto, Trae got over anxious and hit the ground hard. His injuries were significant enough to force him to pull out of the TransCan for the week and return home to heal. Trae is now back on the bike and preparing for his comeback under the tutelage of famed trainer and mentor Todd Schumlick in California. I managed to catch up with Trae as he returned from a long training session.

MXP: How's it going Trae? I called Todd and told him I wanted to speak with you but he said it had to wait because you were training. What were you doing?
Trae: Hey Chris, I am good thanks. I actually just got back from a road bike ride here in California. I am down here training with Todd getting ready for racing this summer. All of my injuries from Walton are healed so I am good to go for 2012.

MXP: Speaking of Walton last year, what the heck happened there?
Trae: Oh man, it was just a bad deal and one that was totally my fault. It was the first moto of the week and I got a good start. Things were going good then I just made a stupid mistake and got way too over anxious. I ended up hitting a kicker on the step down and went over the bars. I actually landed way down at the bottom of the hill on my head. Well, I broke my collarbone, broke my pelvis and injured my hip; it was a crazy crash. I should have just relaxed and let the first few laps go by, but you live and learn I guess.

MXP: That was a pretty crazy first lap in MX2 Intermediate, crashes everywhere. I'm glad to hear that you're all healed up now. How old are you now Trae?
Trae: 16

MXP: How long have you been under Todd's wing training with him?
Trae: Around three years or so. I started with him when I was 13 and it has slowly progressed from there. Each year he has given me more things to do and more responsibility, so it has been great for me. Each year I get stronger and stronger and that just makes me want to keep working harder. Obviously training with Todd is good for me physically, but it also really helps me mentally because I know when I line up on the starting line I am totally ready to go.

MXP: When you are not on the road with racing, where do you call home?
Trae: I am from Fort St. John, BC, 12 hours north of Vancouver. It's a long way up there and a long way from anything, really.

MXP: How does a kid from Fort St. John become one of Canada's rising motocross stars?
Trae: Well, it all started when I was six years old. We were looking for a little more competition and more riders to race against so we would drive down and ride the BC Provincials. Then we tried Alberta and California and it just went from there. The more I raced the better my results seemed to get so we just kept going, and here we are.

MXP: So you are no stranger to California and how things work down there?
Trae: Yes, I almost have it figured out (laughs). This is my third year training at Todd's Perform X Camps and my sixth year coming to California. I like coming down here; there is just so much riding everywhere.

MXP: What is your favourite track in California?
Trae: There are a few I like, but if I had to choose one I would probably say Glen Helen. Thursdays at Glen Helen are my favourite. A lot of people seem to not like it there but I feel really comfortable on that track.

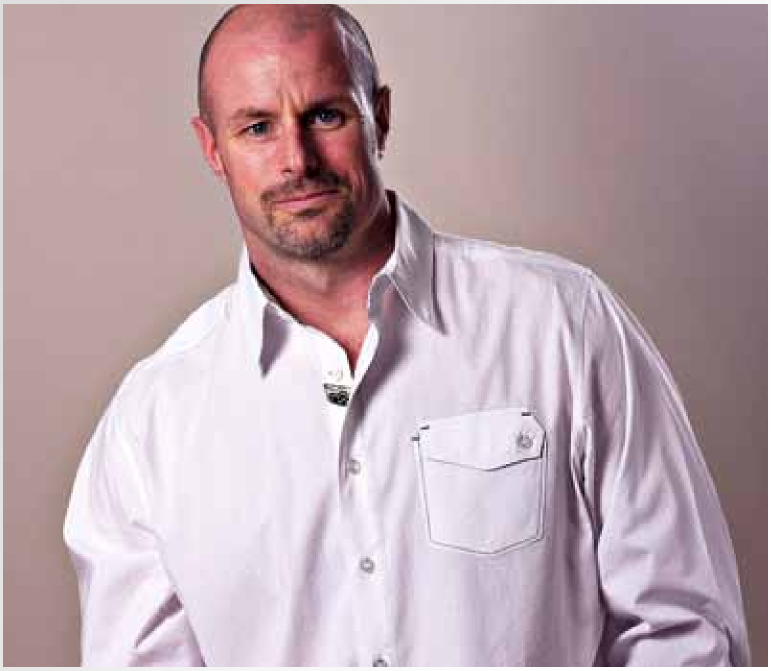
MXP: Looking ahead to the next few months, what is your plan from now until spring?
Trae: Well, I am now a full time Pro, I scored enough points last summer so there is no more Intermediate class for me. My plan is to stay down in California until the middle of May then I will head up with Todd to Pemberton, BC and train there until the first round of the Nationals in Nanaimo. After that, I hope to do the entire series in MX2 under Todd's Perform X tent.

MXP: That is impressive Trae, especially at your age. I know Todd is really big on goal setting. What are your goals for the 2012 MX2 series?
Trae: Right now I would say that I'd like to be top 10 each moto. That might change once the series begins but for now that is my goal. I'm not under any illusion thinking that it's going to be easy or anything, I know I am still young and have a lot to learn. This summer is going to be a huge learning time for me, but like I said, I know that going in so I think this will help.

MXP: Is there a track on the National series that you're really looking forward to racing?
Trae: I am really looking forward to the entire series actually, but my favourite track is Walton, for sure. I just love the dirt there; I like ruts and tacky dirt.

MXP: What about music, what music does a 16 year-old motocross star listen to?
Trae: I listen to a lot of music but Alternative Rock is what I listen to the most.

MXP: Well Trae, I will let you get back to training. Please say hi to Todd for me and good luck with your riding and training. We will see you in Nanaimo in June. Would you like to finish this off by thanking a few sponsors?
Trae: Thanks for calling Chris, and yes I will tell Todd you say hello. I wouldn't be doing this if it weren't for Perform X, my Dad at Signworks Graphics, Troy Lee Designs, Oakley, RTR Motorsports, Cascade Energy Services and Compression Technology.



High Octane Human Performance

By Craig Stevenson B.P.E. (Hon)

Injury Madness – How to Get the Treatment You Need

Let's face it - most of us have had an injury that required medical attention. Sometimes it's a few stitches to close a cut or arthroscopic surgery to repair cartilage in your knee. These are injuries that are either very visible and can be fixed quickly, or are not critical to fix in a short period of time. Cut yourself and you can see that you have to get to a hospital to get glued or sewn up. Feel a click in your knee and it tells you to go to see your family doctor in the next couple of weeks to get it checked out.

There are also a large number of injuries that are much harder to identify and treat, and if you don't do your due diligence in the medical system you could really put yourself in a bad situation. I'll identify below a few types of injuries that may need a second look and in many cases a second opinion.

HEAD TRAUMA – CONCUSSIONS

It's easy to spend $10,000 on a new 450 to hurl you around the track at break-neck speed. But what happens when you go from 40 mph to 0 mph in the blink of an eye? Your body has to absorb an unbelievable impact, which can not only break hard tissue like bones, but tear soft tissue like muscle, tendons and ligaments. It can also violently jolt your brain, which in many cases results in various levels of concussion. In general, concussions fall into one of three grades that are assessed to determine whether or not there was a loss of consciousness and the length of time that memory was lost.

Let's not make any bones about it – a concussion is a brain injury and you should be seeking proper medical attention right away, even if you don't lose consciousness.

Prevention of concussions starts with a proper fitting, quality helmet with a rating better than DOT. The helmet should be snug on the head and cheeks so that when you move your head quickly, the helmet moves with you and doesn't flop around. Once you have a proper fitting helmet, a mouth guard is essential. If you are unfortunate and fall hard, your jaw has a high probability of snapping shut, contributing to head trauma. Pop in a mouth guard for extra protection – it's as simple as that.

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SOFT TISSUE INJURIES

Soft tissue injuries that include muscles, tendons and ligaments can be harder to recognize and assess. Soft tissue injuries many times will require a keen sense of what is wrong in order to get it fixed quickly and effectively. Rotator cuff muscle tears, for example, are common in motocross, and if they are traumatic tears they need to be identified and repaired immediately. I was unfortunately a victim of a dramatic soft tissue rotator cuff injury that didn't get treated in time, so a much more invasive surgery was required to eventually fix the problem.

Soft tissue injuries are generally identified by a significant amount of bruising in the area around the injury or just under it (because gravity pulls blood down). The inability to move your arm or foot, for example, is a clear indication that there may have been a significant soft tissue injury.

As many of us live in rural parts of the country, you may not have a significant hospital with an accomplished orthopedic group on staff. If you really sense there is something wrong but it doesn't feel like bones are broken, you may need to take a trip to a major city for evaluation including discovery beyond X-rays. Ultra sound, MRI and CAT scans can all be done at major hospitals with orthopedic groups, and surgery can be performed in a timely fashion if it is needed.

HARD TISSUE INJURIES

Most of the time it's easy to spot a broken bone such as an arm, leg, or finger. Sometimes, however, smaller broken or displaced bones are hard for physicians to see even with X-rays. Recently, Kyle Keast had a freak incident while riding indoors, so he did the right thing and went to a major hospital to have it examined. The original diagnosis came back as a sprained ankle. Because Kyle is a professional athlete, he wanted to have a second opinion and it was good that he did. He actually required surgery to fix a broken/displaced bone in his ankle. A pin and screw were the result of the second opinion.

Thankfully, Kyle took it upon himself to make sure he had the right diagnosis and treatment. By the time this article goes to print, Kyle will be out of his cast and into rehab preparing to go for the #1 plate this year. If he had not had the ankle fixed properly, he may have had long-term issues that could have hampered his success on the bike. Take your injuries seriously like Kyle did so that you have a long, successful career in the sport we love so much.

TEESF FOR ACCELERATED INJURY RECOVERY

Treat an injury with respect and have it checked out even if you might not think it's serious.

Emergency rooms, even at small local hospitals, are the first place to go for observation of your injury.

Escalate your injury to a major hospital if initial X-rays are negative and you can't move a part of your body or if major bruising occurs.

Second opinion – there are various ways of looking at things, and two doctors are better to collaborate on your injury than one.

Follow through – do what the health care professionals say. Don't cut off your cast early, ice your injury and don't get back on the bike until your physician clears you.

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EVOLVED NUTRITION

I'll show you how great I am

By Drew Robertson, Photo by Rich Shepherd

Hello MXP readers. Thanks to all the readers that have emailed me asking various questions about nutrition, supplements and conditioning!! The year has started off with a bang: Bob Kiniry joined the Evolved team in early January then landed a great Supercross ride with Star/Valley Rockstar Yamaha. Bob is a hard working athlete and always puts in his best so I'm really looking forward to working with him this coming season.

Now who was not pumped to see our boy Beaton put in a great ride winning the LCQ and then finishing a strong 11th in San Diego??? These guys have been training and riding down south getting ready for the Supercross Series. In Kyle's case, he's been there since November. Have you started? Are you heading south to ride? Let's look at a basic schedule for the guys/girls who are heading south, as well as a schedule for the ones that are forced to stay here and wait for the snow and frost to leave us.

SCHEDULE: RIDING + TRAINING

SUNDAY	MONDAY	TUESDAY	WEDNESDAY
Active rest day SMR and soft Tissue work 30 min	AM: DWU Aerobic cardio (60-90 min) PM: Riding	AM: DWU Circuit (gym) INT – road bike (60-90 min) PM: Riding Stretch @ night	AM: DWU INT – road bike (60-90 min) PM: Riding Yoga @night

THURSDAY	FRIDAY	SATURDAY
AM: DWU Circuit (gym) PM: Riding SMR – 30min	AM: YOGA PM: OFF	AM: DWU INT – road bike (60-90 min) Or AM: Riding *see notes

DWU – Dynamic Warm-up

*This is individualized and after certain athlete deficiencies are addressed.

SMR – Self Myofacial Release (FOAM rolling)

*Email me for a .PDF showing how to perform this.

INT – road bike (some of my riders will use a rower as well)

*These intervals are based on the athletes' needs. Some intervals are designed for strength endurance; others may target aerobic or anaerobic development.

YOGA

*Most of the athletes I work with have gone and purchased 2-3 DVDs, which they either play on their computers or portable DVD players.

*You can also attend a class if available in your area.

BELOW ARE TWO BASIC EXAMPLES OF SOME CIRCUITS:

Circuit 1:
Push-up x 15
Air squats x 20
Front bridge Hold – 30 s
Complete 10 rounds
Rest as little as you can

Circuit 2:
Pull-up x 8-10
Walking lunges x 20 steps per side
Side bridge with twist x 20 per side
Complete 10 rounds
Rest as little as you can

These are just two sample workouts. If you're interested, please send me an email and I will send you a couple of more.

Now this is part of their schedules: We work on a three week build and either change intensity or volume with the fourth week as a recovery and testing week.

Now for the group who is stuck here in the Great White North:

SUNDAY	MONDAY	TUESDAY	WEDNESDAY
Active rest day SMR and soft Tissue work	AM: DWU Cardio (Aerobic) 90-120 min PM: Massage / ART -if required	AM: DWU Workout: Deficiencies PM: YOGA	AM: DWU Cardio (Aerobic) 90-120 min PM: DWU Circuit Stretch / SMR

THURSDAY	FRIDAY	SATURDAY
AM: DWU Workout: Pre-hab work PM: YOGA	Active rest day	AM: DWU Cardio (Aerobic) 90-120min PM: DWU Circuit

Cardio (aerobic) – These are longer sessions on the spin bike, or you can use a road bike on a trainer, performed in zone 3.

Kyle Beaton

*These are easier as far as intensity. They are important. A lot of racers feel like they have to be wide open and often overlook this base building stage.

Pre-Hab work: These are workouts designed to address areas of the body like shoulders, hips and knees, and deal with injury prevention.

This is just an example of a schedule for one of my riders. Depending on how active you are getting ready for the season and where you are in your training cycles, your schedule will look a little different. However, all of my athletes like the schedule because they know when and what they have to do; no guess work, no stress. Take some time and come up with your schedule. If you need some help, make sure to contact me.

As always ladies and gentleman, if you have any questions about training, nutrition or supplements, please let me know. I have heard from quite a few of you so keep the emails coming. Find time to take care of yourself and you'll enjoy riding that much more!!

"I'll show you how great I am"
M. Ali

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Thanks for reading, listening, and watching…

With Marc Travers, Photo by Rich Shepherd

STARTS...

It is amazing how important starts have become. They have always been important, but maybe now because we are cheering for riders like Beats or Cole Thompson our focus on them has become much sharper. The difference for Cole on the Saturday night in Atlanta was just that, his start in the first qualifying heat. He got pinched off coming into the first turn, stalled his bike then had to battle his way back from last place. In the field of Lites East riders, this is a tall task. With only two riders making it through the LCQ, it's crucial to qualify for the main in the heat. The LCQs are so short that without a holeshot or early lead, I don't know "We may not have enough time", as Cole found out last Saturday night. There were times in that four lap Lites LCQ when I thought Cole had a chance to connect for the first or second spot, but he just couldn't get by the Kawi rider early enough to move ahead with the top three. I am sure that Cole was not happy with the results of his trip to Atlanta, but with most instances of disappointment, you have to learn from them. Take the experience and use it to your advantage for the next time you go out there. I know it sounds like a cliché, but it is a fact of life: if at first you don't succeed, try, try again. I am looking forward to seeing Cole line up at Daytona.

GEORGIA ON MY MIND…

I suppose it was kind of fitting, the race being in Atlanta this weekend. Why so? Well, I was watching the movie "Ray" off and on over the course of the weekend, and near the end of the movie Mr. Charles comes back to play a big concert in Georgia after being banned for refusing to play to a segregated audience earlier in his career. This would have been in the early '60s; hard to believe. Anyway, I have always loved the Atlanta round, for a couple of reasons I guess. It used to the be the round that started the East Lites series, I always love the red clay dirt, and back in the days when I was doing the Monster Jam series, the Georgia Dome was one of the nicest facilities we went to. It had great bones. We were able to get into the Falcons' dressing room, which was pretty cool, plus it was massive so there was tons of floor space that always made for a good track.

This leads me to the track. I think, by far, it was the most difficult track the riders had seen all season. Not only was it very slippery (even though the traction looked amazing early on), but also I think the jump combinations were as tough as ever, which made line choices crucial and cornering as important as anything. It rutted up, maybe not as much as it was expected to, but the ruts made some of the corners tricky. I was surprised at how many riders, really good riders, had problems on the track. At the beginning they seemed to be dropping like flies, which kept the speeds down a bit, and I think it made for some great racing. As were most, I was super impressed with Cole Seely. It seems every year there is a rider that rides the big bikes out East or West from the opposite Lites grouping, and does really well: Trey Canard, Bam-Bam Barcia, and now Seely, just to name a few, and all these riders were riding red…interesting.

Bubba Grabs the Holleeshhiiottt!

LEGACIES…

I have been watching the FX series "American Horror Story" as of late. Jessica Lange, a fine actress I must say, had a line in one of the episodes just after her daughter was run over and killed where she said "Parents who lose their parents are forced to confront their own mortality, but when they lose a child they lose their immortality". What a poignant line. It makes me think of how much we as parents try to groom our kids into the things we do and or love, and for the most part the kids pick up the ball and start to run with it, so to speak. It may have something to do with genetics but it also says a lot about being "immortal". I know with my own kids, probably more so with my son, his activities outside of school are quickly mirroring the stuff I like to do. I just bought him his first drum set. Although I'm not a drummer, playing music and being in a band is a big priority for me. Then there is hockey, baseball, fishing, waterskiing, and dirt bikes. I never had a dirt bike when I was a kid. I wanted one desperately but my Dad was more into boats and waterskiing, so we never made it to the track. I made sure L'll Travs had the opportunity to ride, to experience the thrill. Who knows where all of my interests will take him? He is certainly better at most things than I was but having a passion for something that you can share with somebody, especially somebody as close as your own child, and have them love it as much as you really makes it a worthwhile experience. I hope this means there will always be riders on the gate, or enough players to put a full line together for a shift, or whatever it ends up being for a long time to come.

So, the next time we all meet will be in Toronto. Make sure you make your attendance a priority. Butts in the seats are what count for events like this, we all know it. Having a full SkyDome will make everybody at Feld excited about their 2013 return to Toronto.

I hope you have been enjoying the Inside MXP interviews for 2012. So far they have been a lot of fun to do. I just got in touch with RC and I am looking forward to having a chat with the GOAT, so keep your ears and eyes peeled for that one on MXPmag.com. Thanks for reading, listening, and watching… Travers, OUT!

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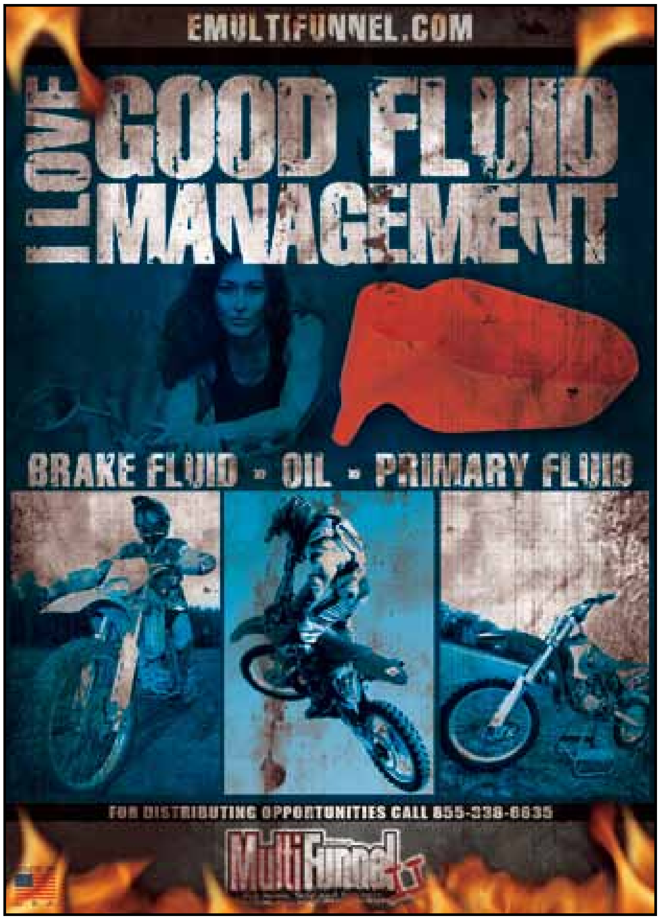

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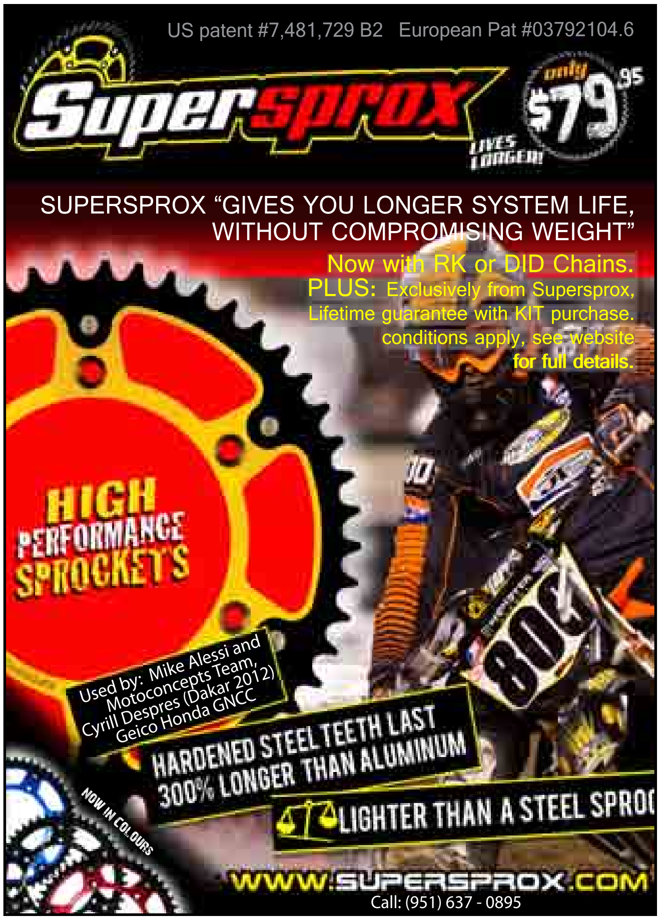

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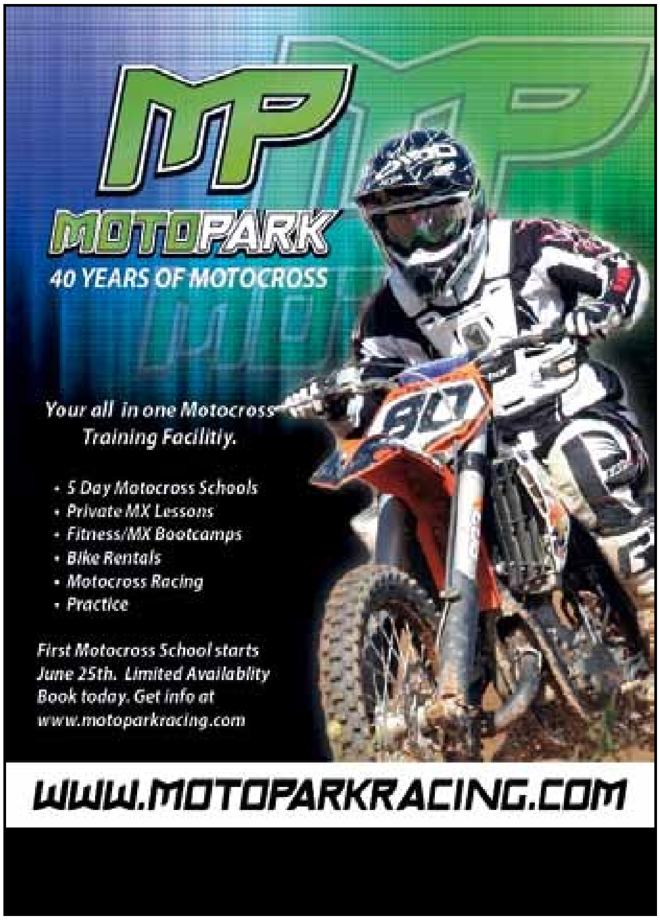
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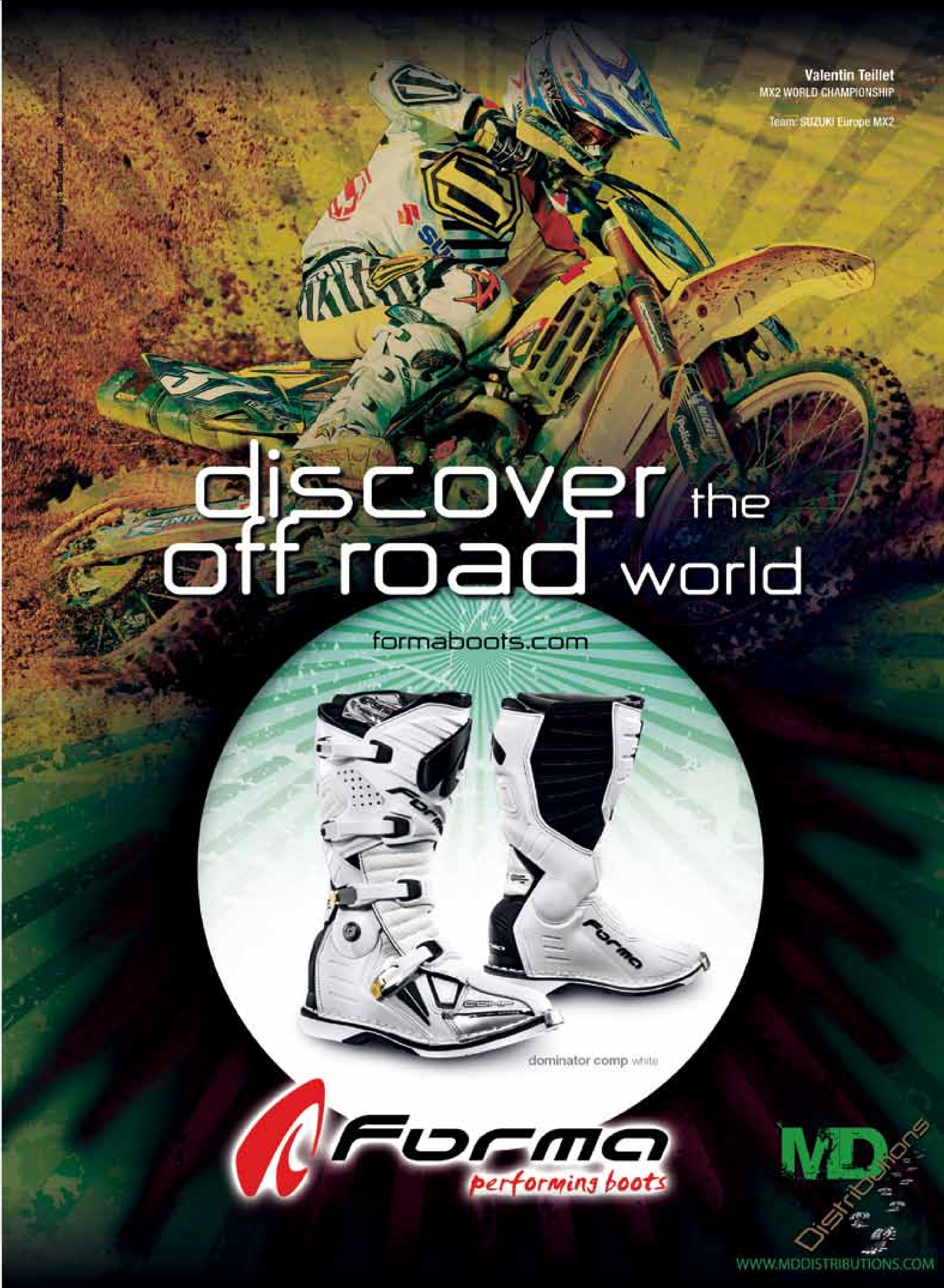
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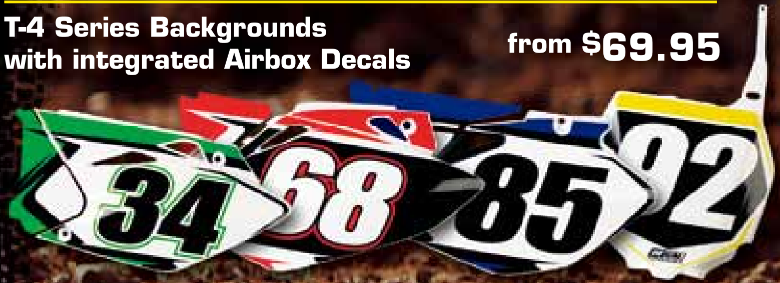

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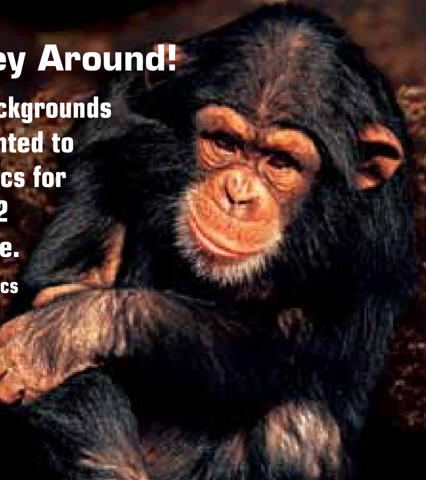

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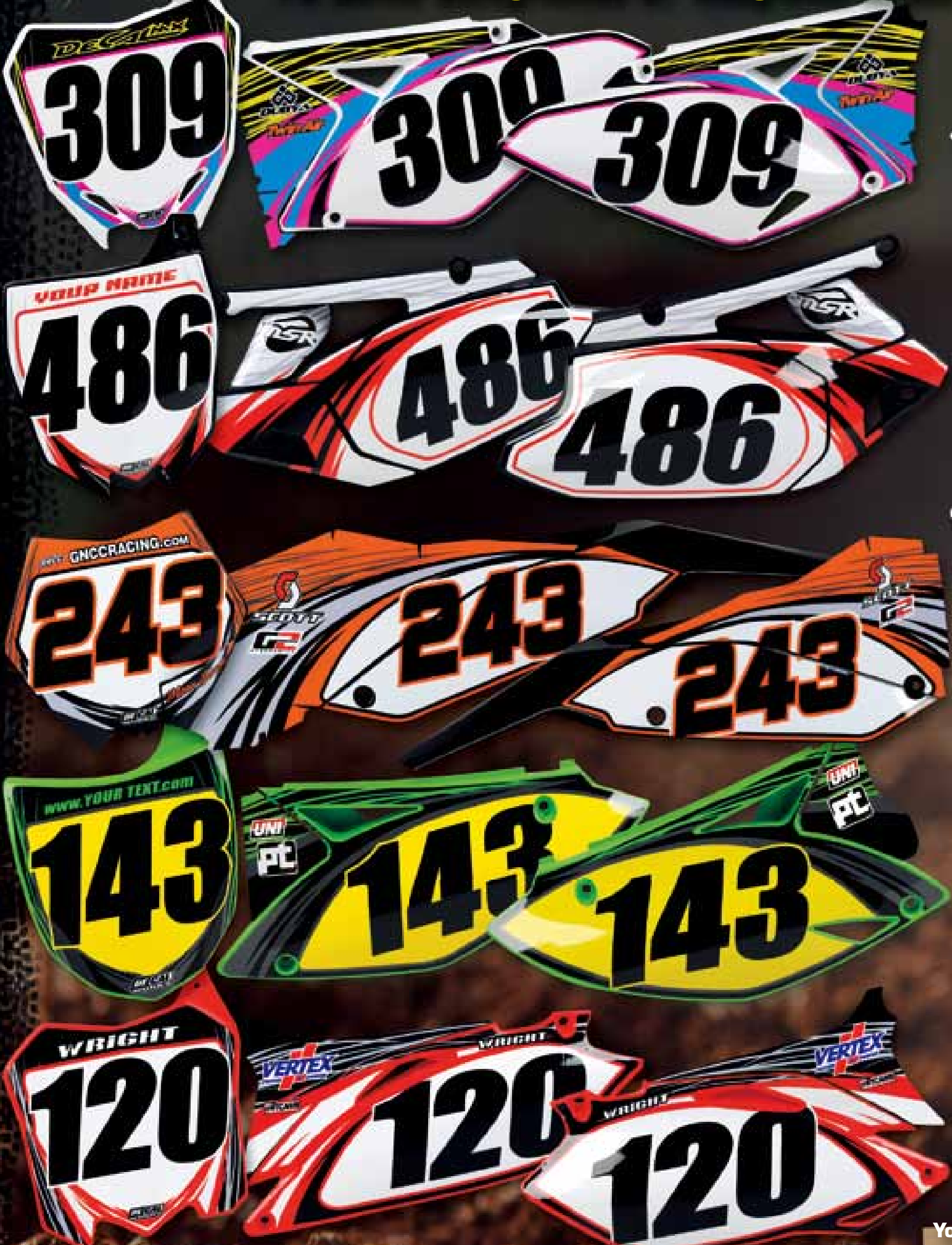
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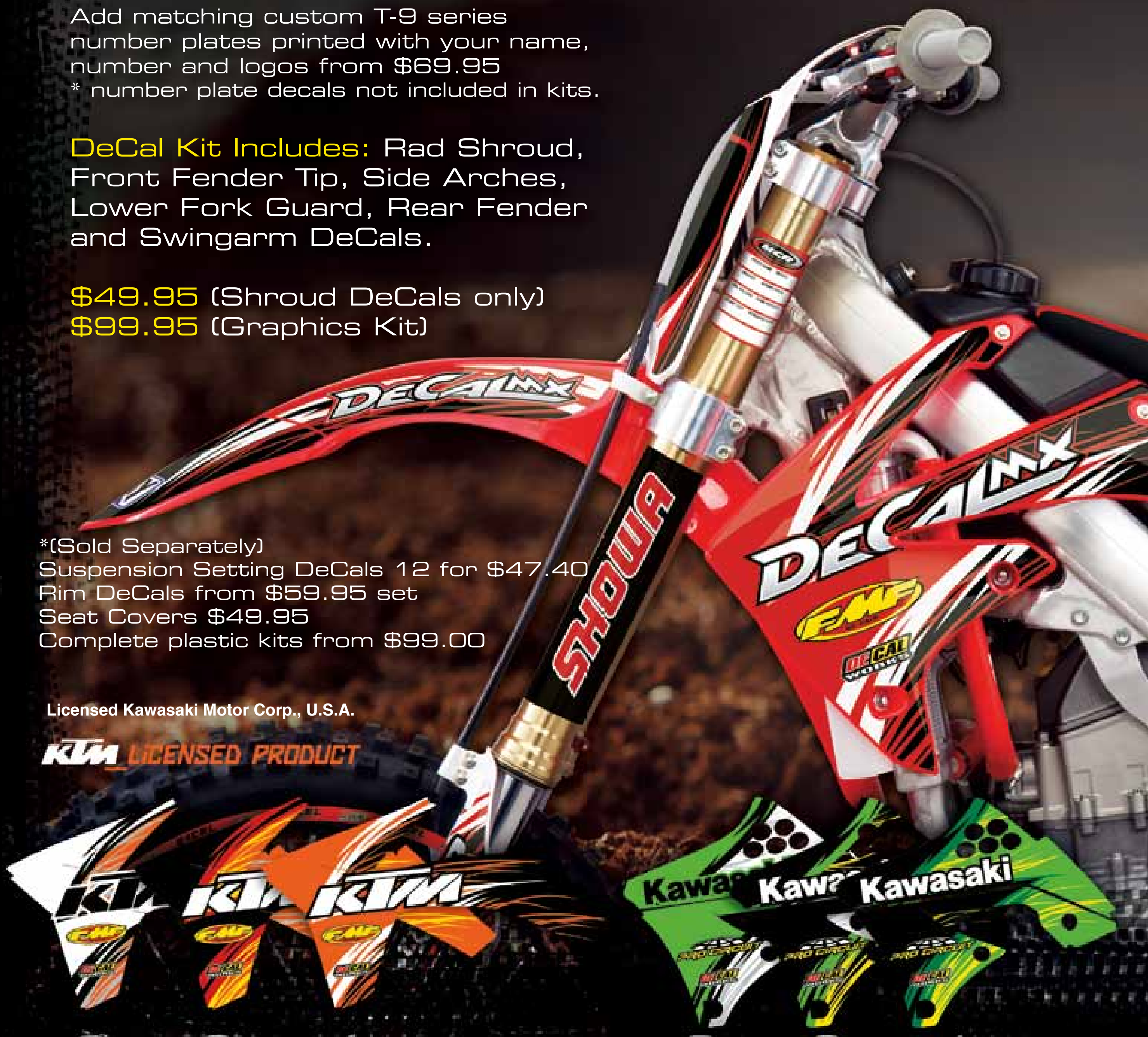

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